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Shall the Reds Loot Our Christmas Pack?

MEETING COMPETITION

The Motor Truck is an aggressive force in overcoming competition.

THE problem of competition, through the introduction of motor trucks into so many different kinds of business, has become greatly intensified.

Every business that, through efficient motorization, can haul goods more economically and rapidly, that can tap sources of supply independent of the railroads, that can meet transportation emergencies, will find competition increasingly easy to overcome. A case in point—

How SERVICE Trucks built up a business.

Quigley & Meeker, Youngstown, Ohio, four years ago, facing strong competition, met the situation by discarding horse drawn vehicles and replacing them with SERVICE Motor Trucks. The performance of their fleet of SERVICE Trucks—unfailing, dependable, powerful and economical and successfully competing with all opposition—has been a vital factor in building up their business, against strong competition, to the dominant position which it occupies today.

SERVICE Trucks are constructive carriers.

Firms that have not already efficiently motorized their business, will find themselves at a decided disadvantage.

SERVICE Motor Trucks have been designed to meet the broadest demands of aggressive business competition. In the every-day test, SERVICE Trucks are proving active *Builders of Business* for manufacturers, jobbers, merchants and farmers in all parts of the country.

These SERVICE owners wrote the composite endorsement—

The Dodd Warehouse, San Francisco.
Louisville Builders Supply Co.
Kothe, Wells & Bauer Co., Indianapolis.
A. McGee, Cincinnati.
Gardner Cartage Co., Cleveland.

The paragraph below is a composite endorsement by SERVICE Motor Truck owners:

"We can enthusiastically endorse the value, power, economy, strength and prestige of SERVICE Motor Trucks; They have given remarkable service; We have perfect confidence in this truck; In the past two years this truck has never been out of use a day; We have determined to Standardize on SERVICE equipment."

There is a SERVICE Motor Truck that will meet the exact requirements of *your* business. Seven models, from one to five tons.

Service MOTOR TRUCKS
Builders of Business

SERVICE MOTOR TRUCK CO. Wabash, Indiana. U. S. A.

NEW YORK—87-89 West End Avenue

CHICAGO—2617-25 So. Wabash Avenue

A Startling Memory Feat That You Can Do

How I learned the secret in one evening. It has helped me every day

WHEN my old friend Faulkner invited me to a dinner party at his house, I little thought it would be the direct means of getting me a one-hundred-and-fifty per cent. increase in salary. Yet it was, and here is the way it all came about.

Toward the close of the evening things began to drag a bit, as they often do at parties. Finally someone suggested the old idea of having everyone do a "stunt." Some sang, others forced weird sounds out of the piano, recited, told stories, and so on.

Then it came to Macdonald's turn. He was a quiet sort of chap, with an air about him that reminded one of the old saying that "still waters run deep." He said he had a simple "stunt" which he hoped we would like. He selected me to assist him. First he asked to be blindfolded securely to prove there was no trickery in it. Those present were to call out twenty-five numbers of three figures each, such as 161, 249, and so on. He asked me to write down the numbers as they were called.

This was done. Macdonald then astounded everyone by repeating the entire list of twenty-five numbers backwards and forwards. Then he asked people to request numbers by positions, such as the eighth number called, the fourth number, and so on. Instantly he repeated back the exact number in the position called. He did this with the entire list—over and over again, without making a single mistake.

Then Macdonald asked that a deck of cards be shuffled and called out to him in their order. This was done. Still blindfolded, he instantly named the cards in their order backwards and forwards. And then to further amaze us, he gave us the number of any card counting from the top, or the card for any number.

You may well imagine our amazement at Macdonald's remarkable feat. You naturally expect to see a thing of this sort on the stage, and even then you look upon it as a trick. But to see it done by an everyday business man, in plain view of everyone, blindfolded and under conditions which make trickery impossible, is astonishing, to say the least.

* * * * * * * * * * * * *

ON the way home that night I asked Macdonald how it was done. He said there was really nothing to it—simply a memory feat, the key to which anyone could easily learn in one evening. Then he told me that the reason most people have bad memories is because they leave memory development to chance. Anyone could do what he had done, and develop a good memory, he said, by following a few simple rules. And then he told me exactly how to do it. At the time I little thought that evening would prove to be one of the most eventful in my life, but such it proved to be.

"Our president complimented me on always being able to tell him instantly facts he wanted to know."

What Macdonald told me I took to heart. In one evening I made remarkable strides toward improving my memory and it was but a question of days before I learned to do exactly what he had done. At first I amused myself with my new-found ability by amazing people at parties. My "memory feat," as my friends called it, surely made a hit. Everyone was talking about it, and I was showered with invitations for all sorts of affairs. If anyone were to ask me how quickly to develop social popularity, I would tell him to learn my memory "feat"—but that is apart from what I want to tell you.

The most gratifying thing about the improvement of my memory was the remarkable way it helped me in business. Much to my surprise I discovered that my memory training had literally put a razor edge on my brain. My brain had become clearer, quicker, keener. I felt that I was fast acquiring that mental grasp and alertness I had so often admired in men who were spoken of as "wonders" and "geniuses."

The next thing I noticed was a marked improvement in my conversational powers. Formerly my talk was halting and disconnected. I never could think of things to say until the conversation was over. And then, when it was too late, I would always think of apt and striking things I "might have said." But now I can think like a flash. When I am talking I never have to hesitate for the right word, the right expression or the right thing to say. It seems that all I have to do is to start to talk and instantly I find myself saying the very thing I want to say to make the greatest impression on people.

It wasn't long before my new-found ability to remember things and to say the right thing at the right time attracted the attention of our president. He got in the habit of calling me in whenever he wanted facts about the business. As he expressed himself to me, "You can always tell me instantly what I want to know, while the other fellows annoy me by dodging out of the office and saying 'I'll look it up.'"

* * * * * *

I FOUND that my ability to remember helped me wonderfully in dealing with other people, particularly in committee meetings. When a discussion opens up the man who can back up his statements quickly with a string of definite facts and figures usually dominates the others. Time and time again I have won people to my way of thinking simply because I could instantly recall facts and figures. While I'm proud of my triumphs in this respect, I often feel sorry for the ill-at-ease look of the other men who cannot hold up their end in the argument because they cannot recall facts instantly. It seems as though I never forget anything. Every fact I now put in my mind is as clear and as easy to recall instantly as though it were written before me in plain black and white.

We all hear a lot about the importance of sound judgment. People who ought to know say that a man cannot begin to exercise sound judgment until he is forty to fifty years of age. But I have disproved all that. I have found that sound judgment is nothing more than the ability to weigh and judge facts in their relation to each other. Memory is the basis of sound judgment. I am only thirty-two, but many times I have been complimented on having the judgment of a man of forty-five. I take no personal credit for this—it is all due to the way I trained my memory.

* * * * * * * *

THESE are only a few of the hundreds of ways I have profited by my trained memory. No longer do I suffer the humiliation of meeting men I know and not being able to recall their names. The moment I see a man his name flashes to my mind, together with a string of facts about him. I always liked to read but usually forgot most of it. Now I find it easy to recall what I have read. Another surprising thing is that I can now master a subject in considerably less time than before. Price lists, market quotations, data of all kinds, I can recall in detail almost at will. I rarely make a mistake.

My vocabulary, too, has increased wonderfully. Whenever I see a striking word or expression, I memorize it and use it in my dictation or conversation. This has put a remarkable sparkle and pulling power into my conversation and business letters. And the remarkable part of it all is that I can now do my day's work quicker and with much less effort, simply because my mind works like a flash and I do not have to keep stopping to look things up.

All this is extremely satisfying to me, of course. But the best part of it all is that since my memory power first attracted the attention o four president, my salary has steadily been increased. Today it is many times greater than it was the day Macdonald got me interested in improving my memory.

* * * * * * * * * * * * *

WHAT Macdonald told me that eventful evening was this: "Get the Roth Memory Course." I did. That is how I learned to do all the remarkable things I have told you about. The publishers of the Roth Memory Course—the Independent Corporation—are so confident that it will also show you how to develop a remarkable memory that they will gladly send the Course to you on approval.

You need not pay a single penny until you have examined the Course and found that it fully lives up to all the claims made for it. Send no money. Merely mail the coupon or write a letter, and the complete Course will be sent to you instantly, all charges prepaid. If after examination you decide that you do not want to keep the Course, then return it and you will owe nothing. On the other hand, if you find, as thousands of others have found, that the Roth Memory Course will do wonders for you, then merely send five dollars in full payment.

You have always wanted a good memory. Now you can have it. Remember, you pay no money until you have proved that the Course will benefit you. You have everything to gain and nothing to lose by taking immediate action. So mail the coupon NOW before this liberal offer is withdrawn.

Free Examination Coupon

Independent Corporation

Publishers of the Independent Weekly

Dept. R-112 **119 W. 40th Street, New York**

Please send me the Roth Memory Course of seven lessons. I will either remail the Course to you within five days after its receipt or send you $5 in full payment of the Course.

Name.....

Address.....

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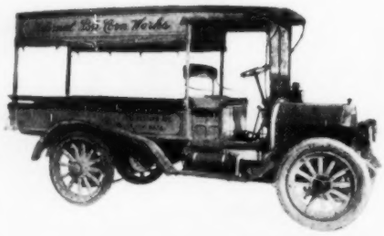

The illustration above shows the first Federal ever made. Sold in 1910 and delivered personally by Mr. M. L. Pulcher, President of the Federal Motor Truck Company. This truck is still in daily service after nearly ten years of continuous usage

* * *

Today, Federals are used in every conceivable line of business in all the principal nations and countries throughout the world.

* * *

It is one of the most interesting and gratifying facts in Federal history that 62% of Federal sales have been re-sales to Federal owners so well satisfied with their first purchase that nothing but "Another Federal" will do.

* * *

Since the very inception of the Federal Motor Truck Company, there have been no radical changes in the personnel or policies of the organization.

* * *

Founded on the broad principles of building the best motor truck that engineering brains and human skill can produce, Federal has grown up with the industry in a solid, substantial way which has required no re-organization or re-financing to maintain its hold on trade or public favor.

* * *

Federal has made no false moves in offering a model or type of motor truck which did not stand the acid test of hardest usage in owners' hands. From Model "A" down to the present line, every truck has represented an increasingly successful series of mechanical and manufacturing achievements.

* * *

The Federal war record is one of which every Federal officer and employe may be justly proud. On the border and on the fighting front in Europe—under every conceivable form of use and abuse—Federal trucks typified in unfailing service the 100% loyalty and production efficiency at the factory "back home in the States."

Experience

The world knows no short-cut to great accomplishment—it comes only as the fruit of pains-taking effort—of experience.

The pilot who guides his ship safely past the dangerous shoals has sailed those waters before.

The manufacturers who build a successful motor truck have learned from cold, hard experience—have solved problem after problem—ironed out mechanical and merchandising tangles—and built better each succeeding year because they *knew* from experience.

Experience of this sort cannot be bought in any market of the world. It is priceless. It can never belong to beginners or transients—it is never known by stock schemers or the insincere.

Experience has built the Federal motor truck as it stands today—without a peer in the field of scientific endeavor—a practical, steel-hard freighter carrying its burdens faithfully and *constantly* at low cost.

The Federal more than ever is making good—even in these exacting times—because its builders have known the experience of a decade.

Federal Motor Truck Company
Detroit, Michigan

Another FEDERAL

The Federal today is the fruit of ten years' study and effort—the experience of a decade of truck manufacture.

FEDERAL

One to Five Ton Capacities

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A Virginia City That Is All American

By CHARLES AUBREY EATON

IF you want to see America, visit Winchester, Virginia. This beautiful little city of six or seven thousand inhabitants lies in the very heart of the Shenandoah Valley in northern Virginia. On every side, stretching away to the blue hills, are wonderful apple orchards. This is the great industry of the region. But the town itself throbs with activities centering about various industrial enterprises, engaged in the production of woolens, material for the apple industry, and other materials.

As one wanders about the streets of this prosperous and contented American community, it is hard to realize that one is at the center of great and stirring events in our national history. Of course Washington had his headquarters here. No self-respecting town which was in existence during the Revolutionary period and was located in the battle region, would admit for a moment that Washington did not make it a headquarters frequently in his campaign. But Winchester, I understand, can produce the evidence that Washington was really there. In this respect it differs from some other communities, which remind one of the sign Dickens describes, used by a dealer in antique furniture in a London shop. Upon a chair, rickety and unsafe, placed upon the sidewalk in front of the store, the proprietor had fixed this announcement: "George Washington once distinctly refused to sit in this chair."

Coming down the years to the Civil War, Winchester stands a monument to that terrific struggle for the establishment of freedom as the foundational principle of our national life. During the four years of struggle the city changed hands an unbelievable number of times. You can see the house which Stonewall Jackson used for his home, and another house which was his official headquarters. Not far distant is the building occupied by General Sheridan as his headquarters. During all the years of the war, the citizens of Winchester remained practically unmolested by the armies occupying it. When the Federals were there they were received with courtesy and they treated the citizens with the consideration due fellow-Americans. When the Confederates were in control, of course, they were welcome. It was only after the devastation of the Shenandoah Valley by General Sheridan that the inhabitants learned to look upon the coming of armies with anxiety and fear.

It is not in this unique historical value that one finds his chief interest today during a visit to Winchester. Rather one is brought face to face with the real America here, for which, under various names, by different methods, we are battling throughout the land today.

In November, 1907, the General Education Board of New York made a census of Winchester. According to this census, at that time the city had some 6,469 inhabitants. Roughly speaking, there are probably 7,000 people in the town today. At the time of the General Education Board's census, 86% of the population were white, 14% colored. Of the white population, 41% were born in Winchester, 25% in Frederick County and 16% in other parts of Virginia; 17% were born elsewhere in the United States. Of the entire population, only 72 people, or 1%, are foreign-born. That is to say, 99% of the white population of this Virginia town is American by birth, and 82% is Virginian.

Of the Negro population, the same is true. 45% were born in Winchester; 12% in Frederick County, of which Winchester is the county seat; 29% in Virginia and 14% elsewhere in the United States. Of the entire Negro population, only one person was born outside of the United States.

Judge John Handley, the Irish immigrant who became wealthy in Pennsylvania and left the bulk of his fortune as a benefaction to the American city of Winchester, Va.

This amazing racial homogeneity gives to the city a solidarity of thought and ideal of which dwellers in the great polyglot cities of the North can only dream.

Winchester has no rich and no poor. Everybody who is physically fit works. Ninety per cent. of the white men, and ninety-four per cent. of the colored male population are engaged in bread-winning occupations. This does not count those who at the time of the census were in the Army. Only nineteen per cent. of the white women of the city are engaged in work outside the home.

The people of Winchester all speak the same language; all have the same ancestry; all work; all are comfortable from the economic point of view, and all represent a high level of culture and morals.

In 1854 there arrived in America from Enniscorthy, County Wexford, Ireland, an immigrant lad of nineteen. Like his father, he was a carpenter by trade. His name was John Handley.

The young Irishman found America to be in reality the land of opportunity. While working at his trade in Washington, he studied law in one of the law schools of that city. In 1861 Mr. Handley removed to Scranton, Pennsylvania, where he spent the rest of his life and where he died in February, 1895.

Mr. Handley is described as a man of unusual appearance; six feet, four inches tall and very stately in manner. In 1875 he was elected Judge in Scranton, which high office he filled with honor and distinction for many years. By wise investment of his earnings he became wealthy, and it is the distribution of this wealth which joins his name with that of Winchester, Virginia.

Judge Handley had a friend, Mr. James Jifkins, who in 1869 purchased a farm near Winchester. It was during various visits which Judge Handley made to his friend, Mr. Jifkins, that he formed an attachment for the city of Winchester. In the historical resources of the region, Judge Handley found much of interest. Especially did he seek and find opportunity for a study of the life of Stonewall Jackson, for whom he had an immense admiration. Perhaps as a result of these visits and studies, or for reasons which lie deeper in his desire to associate his fortune with a real American community, Mr. Handley left in his will a princely bequest to be used for and by the people of the city of Winchester.

The Handley Library, Winchester, Va., which is visited by one-seventh of its entire population every week, a very remarkable record.

The first bequest in the Handley will was of $250,000 for a public library for the free use of the people of Winchester forever. This library has been built and is an architectural gem. In 1918, the Handley library reported over 9,500 books on its shelves; 37,800 books were borrowed from the library during 304 days of the year—an average of 124 each day. Nearly 52,000 people entered the library in the year—an average of a thousand a week, or 170 a day. It is a remarkable record, when one-seventh of the entire population of a community visits its public library every week.

But it is not the library which forms the chief contribution of Judge Handley to the future of Winchester. By a second provision of his will a fund which now amounts to over $1,700,000 is to be devoted to the "education of the poor."

Since there are no "poor" in Winchester there was here presented a fine opportunity for foolish differences of opinion and the

Concluded on page 855

EDITORIAL

"STAND BY THE FLAG: IN GOD WE TRUST" JOHN A. SLEICHER, Editor

The Vicious Strike Maker

THE strike maker has become a public nuisance. He toils not, neither does he spin. He never does a piece of constructive work. He creates nothing but strikes. Usually he is an outsider. If not an alien by birth, he has adopted theories alien to our soil. He succeeds, not because he is heeded by the solid, substantial workingman, but because he can easily inflame the foreign-born, unnaturalized worker, whose only interest is to get out of this country money which he can send back to his old home, to which he expects some day to return.

By this method the agitator has engineered the steel strike in one of the nation's greatest industries, employing in 1918, 268,710 persons at an average wage of $1,680 for that year, and for the month of December, 1918, $1,950. In the great Pittsburgh plants native-born workers are almost 100 per cent. loyal to the companies. Mayor Lysle of McKeesport, Pa., says that outside organizers have addressed their inflammatory and seditious arguments "mainly among foreigners here, little, if any, support being granted them by Americans and by the better class of workers of foreign descent."

Can't the Government do something to prevent the upsetting of a great industry at the behest of a few radical leaders? Isn't it time for legislation at Washington for the deportation of strike makers? The proposed deportation of Berkman and Emma Goldman is a good beginning. They and their lesser disciples should be sent back to the lands they love more than ours.

Justification of what we have said about radical leadership is found in the declaration of William Z. Foster, the most conspicuous steel strike agitator, that "the wages system is the most brazen and gigantic robbery ever perpetrated since the world began. . . . The thieves at present in control of the industries must be stripped of their booty and society so reorganized that every individual shall have free access to the social means of production."

The rank and file do not accept these Bolshevist ideas, and the ablest and most experienced labor leaders, here and across the water, are opposed to them. For instance, A. Merriham, secretary of the Metal Workers' Union of France, at a labor convention in Lyons, ridiculed the pretensions of extremists who talked of a four-hour day, and declared that what organized labor needed was "to get to work." J. T. Brownlie, chairman of the Executive Council of the Amalgamated Society of Engineers of Great Britain, says: "With power come responsibilities, and however much we may reject the criticism of those who are not trade unionists, we cannot evade our responsibilities to the community."

John P. Frey, editor of the *International Moulders' Union Journal*, and one of the great constructive forces in the American labor movement, after deploring the existence of workers who constantly look for changes and "now see their happy home in Bolshevism," goes on to say the trade unionist "is not a revolutionist, because he knows that revolution breaks his furniture, destroys what he has built up, and leaves him impoverished instead of benefited."

These sane utterances of labor leaders justify the conclusion of the Irving National Bank in its *Mid-Month Review of Business* that the recent outbreaks reflect "an abnormal mental condition representing a hangover from the disturbance of war," and that many workers are beginning to see that these radical demands are contrary to the simplest economic laws. For example, increased wages and decreased production have been prime factors in producing the high cost of living, and labor's demand for more compensation and a shorter day adds fuel to the flames.

J. R. Clynes, a conspicuous and able labor member of the British Parliament, declares that "workmen who deliberately restrict output or fail to accept any form of development which can make their labor more productive, are punishing their own class without knowing it, and are imitating the profiteer, who thinks only of himself." Says Prime Minister Hughes of Australia, a recognized leader of labor, "The workers have everything to gain and nothing to lose by increasing output. The more they produce the greater their share will be. The less they produce the less they will get."

We must all remember that we have got to meet the severest competition to hold our own. The German workman is not on strike, nor talking about a six-hour day. He works ten hours a day. The nation whose workmen are constantly on strike, or which under the pressure of radical agitators adopts a short day, a short week and long wages will fall an easy victim before Germany, or any other nation which puts in a full day's work, every day of the week, and every week of the year.

Pledge of the Invincible Union

By MARQUIS CARR

WE, Labor and Capital, pledge our unswerving allegiance to our Country in this present time of stress.

We promise obedience to its laws, fidelity to its ideals, and a cheerful acceptance of the hardships of industrial readjustment in grateful memory of those who cheerfully endured wartime hardships and the many who gave their lives in defense of those wise laws and fine ideals.

We pledge ourselves to the wide viewpoint that overlooks immediate personal profit for the good of the greater number, by which alone lasting benefit may be obtained; and to steadfastly refuse to imperil the freedom that has cost us so highly in blood and wealth, by following the dictates of any gospel which makes a Right of Might, whether in the terms of Power's oppression or Revolt's violence; our common sense rejecting what has bankrupted two great nations and set Golden Stars in our Flags of Service.

And finally, we promise each other equal measure of Co-operation and Comradeship, knowing that, since our interests are mutually dependent, divided we fall and united we form a Union Invincible for Personal Gain and Public Service.

Property!

WHEN property rights are spoken of, some take it to mean defense of the property of corporations or of the very rich. It may mean ownership of a house, farm, automobile, horse or cow.

Everybody who owns anything, real or personal, has property rights. Defense of property rights means practically defense of everybody.

In Russia the possession of a kit of tools by a workingman puts the workingman in the propertied class. To possess anything is the sin unpardonable, and is the essence of Bolshevism.

There is no room for such doctrine here. "A propaganda is now being spread over the country," says Representative Sanders of Indiana, "that property has no rights, that we are going to squeeze all watered stock out of the railroads and that there will be nothing left. I want Congress to write on the walls, so he who runs may read, that property still has the same rights it has always had."

Unqualified condemnation of such propaganda has been America's response to all radical agitation. The discovery of I. W. W. plots and the rounding up of Bolshevists have opened the eyes of many workingmen to the way they have been exploited by anarchist agitators.

No longer do we have threats of nation-wide strikes to compel the release of Mooney, I. W. W. leader and convicted bomb thrower. The workingman sees he has been fooled, and Mooney is left to the quiet of his own thoughts as he serves out his life sentence.

The Party of the Third Part

AT last the public has had its eyes opened. It sees in every strike three parties—the striker, the man he strikes against, and the party of the third part—the dear, long-suffering public.

Railway workers strike, transportation ceases, and the people stay at home. Trolley men strike, and the public walks. Gas or electric light workers strike, and the town sits in darkness. Coal miners strike, and the home is cold. Milk and ice drivers strike, and children and sick folk are without milk or ice.

Every strike means shortage in production or distribution of life's necessities. It means physical suffering and increased prices. The party of the third part has at last raised its voice and demanded consideration. The country heard it speak in the recent elections. Its protest has finally reached Congress. Senator Cummins, Republican, of Iowa, has offered amendments to the railroad bill which would prohibit strikes and lockouts in every vital industry.

Police strikes could not be permitted, because police are vital to the public safety. The Government compelled leaders to call off the coal strike, because the mining of coal is essential to public well-being.

Thank heaven for a man with the courage of Senator Cummins who would extend the anti-strike act to the production of steel, fuel, food and clothing as essential to national safety. The party of the third part will keep its eyes on such men, and mark the cowards.

The Plain Truth

VOTE! Our Presidential Coupon will be found on page 854. We should like to have the vote of every reader. Note the figures this week. So far 3,918 votes have been cast.

CHALLENGE! Denied a seat in Congress by the House because of his opposition to the Government in the war, the Socialists have renominated Victor L. Berger for Congress in the special election to be held December 19. The Fifth Wisconsin District is the strongest Socialist district in the United States, and was even more pro-German and opposed to the war than Berger himself. Patriotic elements in the district have accepted the challenge and, sinking all party differences, Democrats, Republicans and the Good Government League have endorsed the candidacy of former State Senator Henry H. Bodenstab. Berger is as unfit for Congress now as when the House refused to seat him. Americanism triumphed in Massachusetts against a Democratic candidate who appealed to class passions and prejudice and we believe it will triumph again against Berger. If by any chance Berger is reelected, it will simply mean that the Fifth Wisconsin District will have no representative at Washington. And it will deserve none.

TEXAS! One of the results of the attempt to unionize every industry, with strikes on every hand, is the "unionization" of employers. In Beaumont, San Antonio, Austin and other Texas towns employers of labor have sought incorporation as "Open Shop Associations." Their purpose is to harmonize differences between employers and employes, to secure for each freedom of individual contract in the matter of employment, to oppose restriction of output, sympathetic strikes, lockouts and boycotts and illegal persecutions of individuals. This step is significant not only because of what it may involve in the settlement of industrial troubles but also because of what Texas may offer to industries desirous of escaping from the hot-beds of industrial agitation. With its mild and equable climate, its cheap labor, its flourishing and rapidly-growing cities, its recent development of oil and other mineral resources, Texas presents already an inviting field to capital. If in addition to these advantages it can guarantee protection against unwarranted labor disputes, textile, publishing and other industries, which have largely been confined to the North, may find it profitable to establish branches in Texas.

The Legion's Tragedy

AN outrage which stirred the whole nation occurred at Centralia, Wash., on Armistice Day. As the parade of veterans of the great war was passing the I. W. W. hall, it was fired on by snipers and four members of the American Legion were killed; several other ex-soldiers were wounded. The Legion men at once broke ranks and rushed the hall, but the snipers had made their escape from the roof where they lay in hiding. One alleged participant was pursued for some distance and caught, but not until he had killed one of the four victims. The man was instantly hung by the infuriated veterans. A number of other members of the I. W. W. were taken and lodged in jail; they narrowly escaped lynching but cooler heads restrained the men from taking the law into their own hands. This outrage, coming on the heels of a wholesale round-up of Russian radicals all over the country, who are said to have definitely planned to overturn the American Government, aroused the entire country, and vigorous action has been taken in many sections (particularly in the Pacific Northwest) to gather in the radical leaders and hold them for trial and possible deportation. A large number of "Reds" are now in custody at New York and they are to be brought before Commissioner of Immigration Caminetti for trial.

Horace E. Thomas

The four American Legion victims of the shooting at Centralia, Washington, on Armistice Day: Left to right, Warren C. Grimm, commander of the Centralia post, a lawyer and noted football player; Arthur B. McElfresh, a hero of the Argonne; B. E. Eubanks; Dale Hubbard. Several other former soldiers were wounded. The tragedy took place as the veterans' parade was passing the I. W. W. hall.

Defeat of the Treaty

AFTER four months of debate in the Senate, fifteen reservations and a preamble requiring their acceptance by at least three of the four principal Allied nations were adopted by the Senate. The Republican forces were led by Senator Lodge and the Administration forces by Senator Hitchcock. Previous to the final vote on the resolution of ratification of the Treaty as amended, President Wilson declared that the reservations were a practical nullification of the vital parts of the Treaty and he urged the Democratic minority to vote against ratification. On the first vote to ratify, the resolution was lost by a vote of 55 to 39; a motion to reconsider was lost by a vote of 50 to 41; a resolution to ratify the Treaty without reservations of any kind was lost by a vote of 53 to 38. The Senate then adjourned and will not convene again until December 1st. The Allied Governments, on receipt of this news, decided to go ahead and put the Treaty of Versailles into effect without the United States participating. The President declined to discuss the Treaty further until he prepares his message for the opening of the new Congress in December. Efforts will be made to effect some kind of compromise early in the next session.

Int. Film *Rinehart*

On the left, U. S. Senator Henry Cabot Lodge, who led the Republican forces in the fight against ratification of the Treaty of Peace without reservations; on the right, U. S. Senator Gilbert M. Hitchcock, leader of the Democratic minority which favored the Treaty in its original form.

Our Greatest River

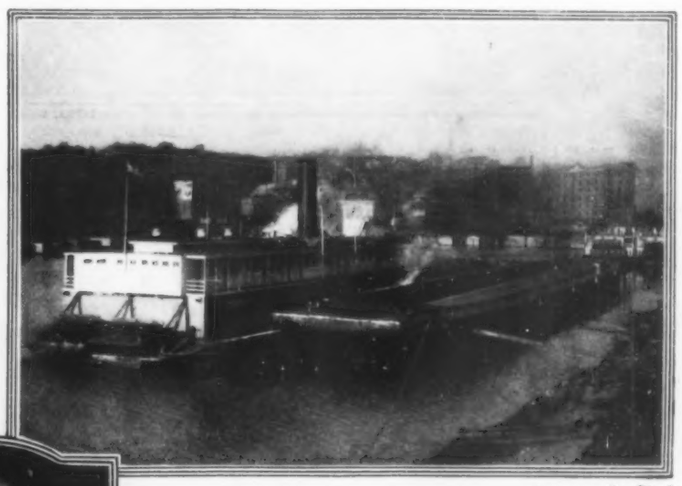
A DEFINITE plan has been put into operation for the revival of freight traffic on the Upper Mississippi. It is said that during the last season the last freight and passenger steamers disappeared from the upper section of the great river and not a ton of freight was transported over 600 miles of navigable waterway. The Government has therefore begun to build and place in service a large number of steel barges, thirty of which are to be ready by the opening of the next season of navigation. Thirty are under construction, three have been launched, and others are planned. Each is to be 300 feet long, 48 feet wide, 10 feet deep and to have a capacity of 2,500 tons; the cost of each will be $105,000. The first barges in operation are in the iron ore traffic between St. Paul and St. Louis.

New Rhodes Scholars

FOR the last two years, on account of the war, no American Rhodes Scholars have been chosen to go to Oxford University. It was arranged that this year and the next twice the usual number would be selected. The elections completed on November 1st designated 63 American students for this honor and one other is yet to be named. The conditions this year were so arranged that men who normally would have tried had it not been for the war were considered eligible, and most of the men chosen have seen military service. A part of the men will enter Oxford in January and the others in October. A new plan for selecting the men was this year put into effect. The men were chosen on their records in schools and colleges.

Underwood

Judge Matthew Brady, of the San Francisco police court, who has just been elected District Attorney. He succeeds Charles M. Fickert, whose administration attracted national prominence as a result of a dictaphone having been secretly installed in his office. Judge Brady distributed campaign literature from an airplane, with Lieut. Anderson at the wheel.



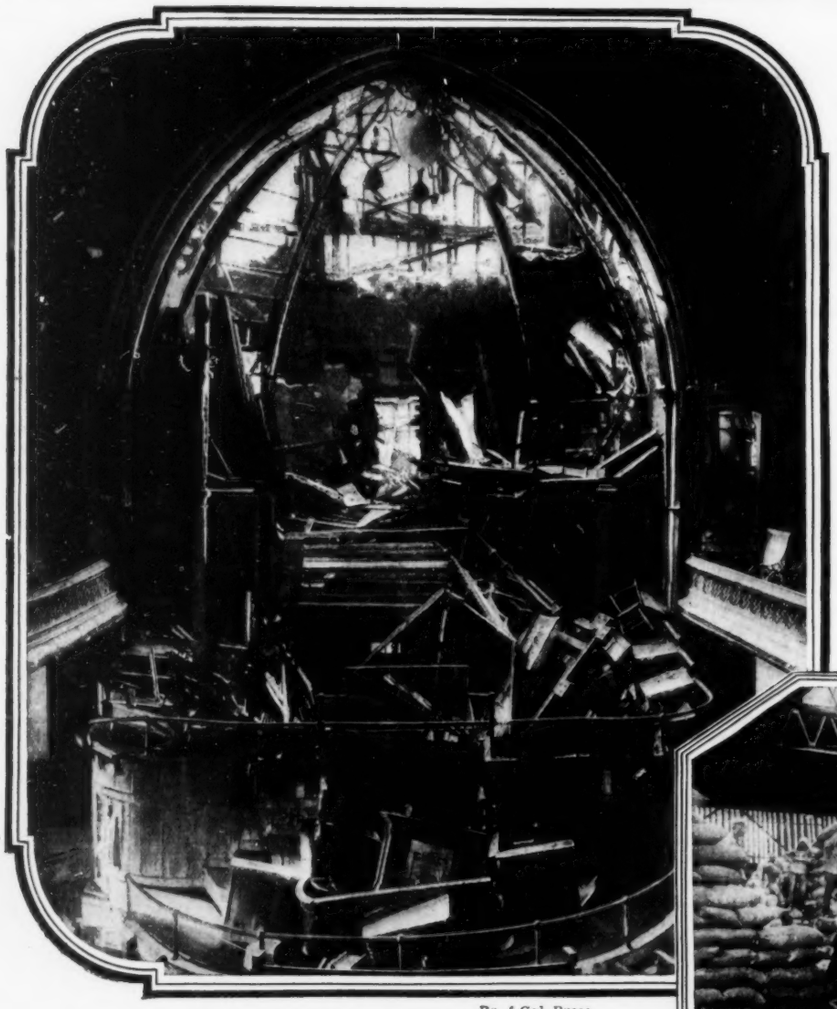
Florence L. Clark

Government steamer *H. S. Taber* towing two of the three new steel barges on the Upper Mississippi, on their way to bring iron ore from St. Paul to St. Louis. Thirty of these barges are already under construction. They have a capacity of 2,500 tons each. They are being constructed to revive freight traffic on the upper section of the great waterway.

Shaw & Cosner

Frank Aydelott, American Secretary of the Rhodes Trustees, who have just selected sixty-three Americans to go to Oxford University.

Pictorial Digest *of the* World's News



Br. & Col. Press

Ruined interior of the Methodist Church of Oshawa, Ontario, one of the oldest churches in the Province, which was recently gutted by fire. The damage is estimated at about $75,000, and included the fine church organ.

Historic Church Suffers Loss

THE Simcoe Street Methodist Church of Oshawa, Ontario, has suffered from a disastrous fire which gutted the Sunday School room and destroyed the choir-loft and organ, causing a total loss of about $75,000. Fortunately the walls of the historic church, which is one of the oldest in the province, were not injured. Its pastor, Rev. Captain John Garbutt, was formerly chaplain of the 116th Battalion and is a veteran of Vimy Ridge. By a regulation of the General Conference, the Simcoe Street Church is one of those where the minister is allowed to remain indefinitely, at the pleasure of the congregation itself. The present pastor is a man of industry and determination, and it is announced that the church will continue its regular services in rented quarters until the necessary reconstruction can be made.

Belgium Still Hungry

AMERICAN food is still being used in large quantities to meet the most pressing requirements of the Belgians during their arduous period of reconstruction. Fortunately, the American Expeditionary Force had immense stores of supplies in Europe when the order for demobilization came, and these cargoes of nutritious food have been sold to France and Belgium for relief of their needy people. American officers inspect the resales that are made in order to see that profiteering does not result from the transfer. All the way across Europe, from the English Channel to the borders of the Caucasus — and even beyond — American food is helping save thousands of people, children especially, from actual starvation. The beneficent work which originated with Mr. Hoover is far from finished.

Edward Schuler

Large stores of stick candy are among the quartermaster's supplies left by the American Expeditionary Force and which are now being distributed by the Belgians. These supplies, which also include cargoes of condensed milk, are being stored in the hangars of the Belgian aviators pending completion of distribution.

Br. & Col. Press

Ontario's first "Farmer Cabinet" leaving Government House just after taking the oath of office. The combined farmer and labor vote gained a sweeping victory over the Conservative and Liberal forces. The inset shows Hon. J. E. Caron, Minister of Agriculture of Quebec, mentioned as the next Premier.

The Farmers Go to the Bat

FOR the first time in the history of Canada, farmers and other representatives of laboring men have been elected to occupy the seats of government in the important Province of Ontario. Their victory over the candidates of the Liberal and Conservative parties was overwhelming. The new members of the Ontario "Farmers' Cabinet" are (reading left to right): B. Bowman, Minister of Lands and Forests; W. E. Raney, Attorney-General; Walter Rollo, Minister of Health and Labor; Lt. Col. D. Carmichael, Minister without portfolio; Manning W. Doherty, Minister of Agriculture; H. C. Nixon, Provincial Secretary; E. C. Drury, Prime Minister; R. H. Grant, Minister of Education; F. C. Biggs, Minister of Public Works; Peter Smith, Provincial Treasurer; H. Mills, Minister of Mines. It is expected that the administration of these new provincial officials will profoundly influence the development of Ontario in this critical period following the great war, for they are presumed to represent the wishes of the rank and file of the people more faithfully than any previous cabinet.

Germans "Over the Top" for Trade

THE German preparations for recapturing the trade of the world are among the most significant items in the foreign news and show how quickly the Teuton captains of industry recuperate. The recent Leipzig commercial fair was so marked a success that any of its former visitors would have noted little change to indicate that the nation had just been humiliatingly defeated in the world's greatest war. At this fair, where samples of "Made in Germany" goods are exhibited and orders for all over the world solicited, it was evident that the utmost efforts are being put forth to regain the big export trade lost during the conflict. In line with this activity, it is understood that German warships are to visit South American ports soon, for the purpose of restoring business and friendly connections. Already the advance guard of German commercial travelers are in America. A recent liner brought two of the most important commission men of Berlin, who had duly been accorded passports for the purpose of the trip. It is also claimed by the German press, with no little satisfaction, that both France and England have placed large orders in Germany, in spite of their original program of a trade boycott.

Austria "Up Against It"

DISQUIETING cablegrams are coming from Vienna, where the effects of the war are more severely felt than in Berlin. Despite the arrangement whereby food supplies are being sent to the Germans in their own ships, the Austrians are very hungry. The pinch of hunger is most distressingly felt by the little children, the innocent victims of a world-crime in which they had no part except that of sufferers. It has been necessary to take relief measures to save children's lives, as well as to provide for their physical development. Large numbers of them have been sent temporarily to Switzerland, and others are being fed by the American Relief Administration.

Kathleen Hills

A soup kitchen of the American Relief Administration in Vienna, where the children have suffered terribly from lack of sufficient nourishment. Their condition became so acute that many have been sent to Switzerland to recuperate before the rigors of winter set in.

Coal Miners Still Defiant

THE efforts of the Government to forcibly end the strike by having the Federal Court order the leaders to rescind the strike order proved unavailing. A part of the miners returned to work, but the output continued to be inadequate for the country's most pressing needs. It was hoped that the conference between Secretary of Labor Wilson, the leaders of the miners, and the mine-owners would find a way out of the difficulty, but there was not sufficient give and take to make compromise possible. The miners stood pat for a 60 per cent. increase in wages and a six-hour day, but the mine-owners would not consent to this radical demand. The failure of this conference, together with the possibility that all freight trains and 40 per cent. of the passenger trains might have to stop running, led the Government to determine upon vigorous measures.

Press Ill.

Street scene in Leipzig, Germany, during the recent Michaelmas Fair, which is held annually for the purpose of attracting fur, glass, cloth, leather, and book buyers from all parts of the world. Even war conditions were not allowed to interfere with this year's commercial activity. Leipzig holds three annual fairs, at which sales amount to $50,000,000.

©Harris & Ewing

The Secretary of Labor, Wm. B. Wilson, and a group of coal miners who recently met in Washington to negotiate with the coal operators in the hope of effecting some compromise which would restore normal conditions in the coal-fields. The miners want 60 per cent. increase in pay and a six-hour day.

The New Nation of Czecho-Slovakia

By KATHLEEN HILLS, LESLIE'S Staff Correspondent

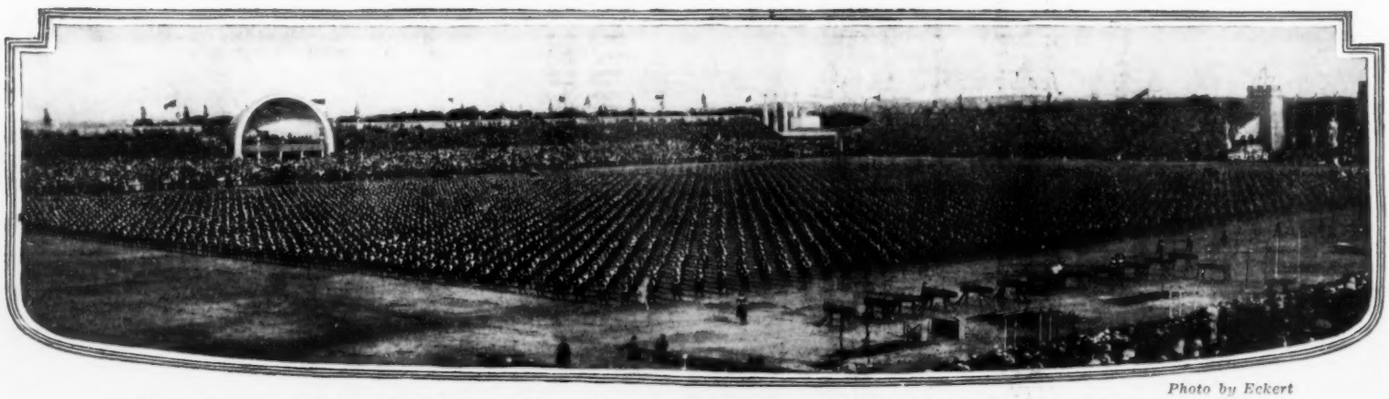


Photo by Eckert

Six thousand women Sokols from all parts of the world exercising at the last big convention in Prague in 1914. For centuries the Slavs of Central Europe have been under the oppression of the Teutons. Every means was used to assimilate them or to wipe out this Slavic branch of the white race. To offset this attempt of annihilation, some sixty years ago in Prague, Bohemia, a few far-seeing Slavs formed a society known as "The Sokols" (literally "the hawks"). The work of this unique organization of far-seeing patriots was largely instrumental in bringing about the independence of Czecho-Slovakia in October, 1918.

EDITOR'S NOTE: *The new nation of Czecho-Slovakia is one of more than a dozen republics that have arisen out of the wreckage of war. Its territory lies directly between Germany and its former ally, Austria, and includes a small portion of northern Hungary. Its capital city is Prague, once the chief city of the ancient kingdom of Bohemia, now the leading province of the new Republic.*

WELL do I remember my first impressions on arrival at Prague, the capital and chief city of the new Republic of Czecho-Slovakia. Although the crowd at the station was as great as many that I have seen in other parts of Europe and in America, it was a quiet, well-ordered crowd. I have since come to know that quiet mannerliness is a Czech characteristic.

Everywhere courtesy prevailed, from the porter who quietly relieved me of my baggage and waited patiently until I gave him orders, up to the hour of arrival at the hotel. Courtesy is a characteristic of the Czech, which my experience had not taught me to expect in Europe. I had been buffeted and jostled about the streets of every city in France that I had ever been in, and it was some days before I dropped from my shoulder the chip that I had been carrying around ever since I was knocked down in the Paris subway by a hurrying French officer. It took days for me to realize that in Czecho-Slovakia I was in a different world.

We Americans were not a little surprised, that first day in the station at Prague, when a Czech officer and a Czech civilian with some official-looking documents in their hands came and called us by name, one by one, giving us each a card on which was indicated the hotel to which we were assigned; we were relieved of our baggage, and the civilian (who acted as interpreter to the official) told us that we would find it at our hotel. We were then driven away in a big limousine to our destination.

That is the manner in which you are treated throughout your stay in Czecho-Slovakia. You are the guest and the Czech people are the hosts, and they apply nationally the rules which govern their lives individually. Other nations might profit by this example. Nowadays, when everyone travels in Europe only by the grace of a passport, this courtesy to strangers is really possible, even in so big a city as the Czech capital. The population of Prague is nearly 800,000.

When the Paris express reaches Budejovice (the Czech name for "Budweiser"), which is just over the new border from Austria, the names and nationalities of all travelers aboard are telegraphed ahead to Prague over official wires. Before the arrival of the train at Prague, some hours later, all arrangements have been made. Reservations and rates have been arranged with hotels so that overcharging is impossible and baggage is taken care of officially so as to create the least inconvenience for the stranger. In talking over this astonishing efficiency with Captain Hora, head of the Czecho-Slovak Foreigners' Bureau, I remarked that, of course, such an arrangement could not be continued in busy peace times. Captain Hora only smiled and said:

"Perhaps not, but we are working along lines now to continue this 'efficiency,' if you choose to term it such, just as long as it is possible to do so. I doubt if the crowd of strangers coming to Prague will ever be too big for us to handle. We know our language is not a common tongue, and even a casual knowledge of it cannot be picked up in years, whereas in Germany, France, Italy and Spain a traveler can acquire a sufficient vocabulary in a few weeks to enable him to get around easily. Once we make the stranger feel that we are here to help, we know he will come to us with his problems and friction will thus be avoided."

Photo by Vojta

These children are shown in the national costume worn at the last Huss celebration in Prague. Since the war brought the people of Czecho-Slovakia their independence after nearly 300 years under Austrian rule, every effort has been made to revive the national costume and ancient traditions.

Origin of Name Czecho-Slovakia

Why the name Czecho-Slovakia? many have asked. Why not call the new republic by the name of its ancient people, the Bohemians? Unless one has been in Europe and knows the petty racial jealousies of its many peoples, he cannot understand the answer. The Bohemians were only a portion of the Slavs in Teutonic territory who sought freedom from the Austrian yoke. There were the Moravians, the Silesians, and the Slovaks also. The Slovaks, subjects of Hungary for a thousand years, did not speak the same tongue as the Bohemians. If they should join the new alliance of Slavs, they must have independent recognition. Hence, for unity's sake, the name "Bohemia" was dropped and in its place the word "Czech" (pronounced "Check") was used, for Czech included the Moravians and Silesians as well; and to it was added the recognition of the Slovaks, thus giving the compound name for the new republic, Czecho-Slovakia. After all, when you are used to it, and know how to pronounce it, Czecho-Slovakia comes as readily to the tongue as Bohemia.

The whole of central and southern Europe is a boiling cauldron of petty racial hatreds. Rumania hates Bulgaria; Bulgaria hates the Serbs; the Serbs hate the Austrians; the Austrians hate the Czechs and the Italians; the Italians hate the French; and the French hate—everybody but the French. It matters not that today two or more countries are allies. Tomorrow the smouldering hate of centuries will flame and the race line be again distinctly drawn. Take the Poles and the Czechs, both with the same root language and both sufferers from oppression. Even in their common freedom they do not rejoice jointly, and it has taken much diplomacy and tact to live on the border between them, particularly in the neighborhood of the disputed Teschen coal fields, which both nations claimed, which neither would relinquish and which was the source of grave and extended consideration by the Peace Conference.

Czecho-Slovakia covers a territory about as large, approximately, as Italy, running almost east and west, separating Austria-Hungary from Germany. It is practically surrounded by its traditional enemies, for although the Poles are of the same Slavic origin as the Czechs, there is no love lost between them. Czecho-Slovakia has acted as a bumper to stave off Bolshevism from the rest of Europe, for only by its vigilance is Bolshevism kept from spreading westward from Russia, and northward and westward from Austria and Hungary. As long as Czecho-Slovakia survives as an independent nation, there can be no *Mittel-Europa* dream of the ambitious monarchs of central Europe.

Nowhere in Europe are Americans so welcomed as in Czecho-Slovakia. This attitude is a distinct contrast to the feeling displayed toward Americans everywhere on the Continent since the armistice. The Czechs attribute much in their title to freedom to the aid lent by America, both before their independence and

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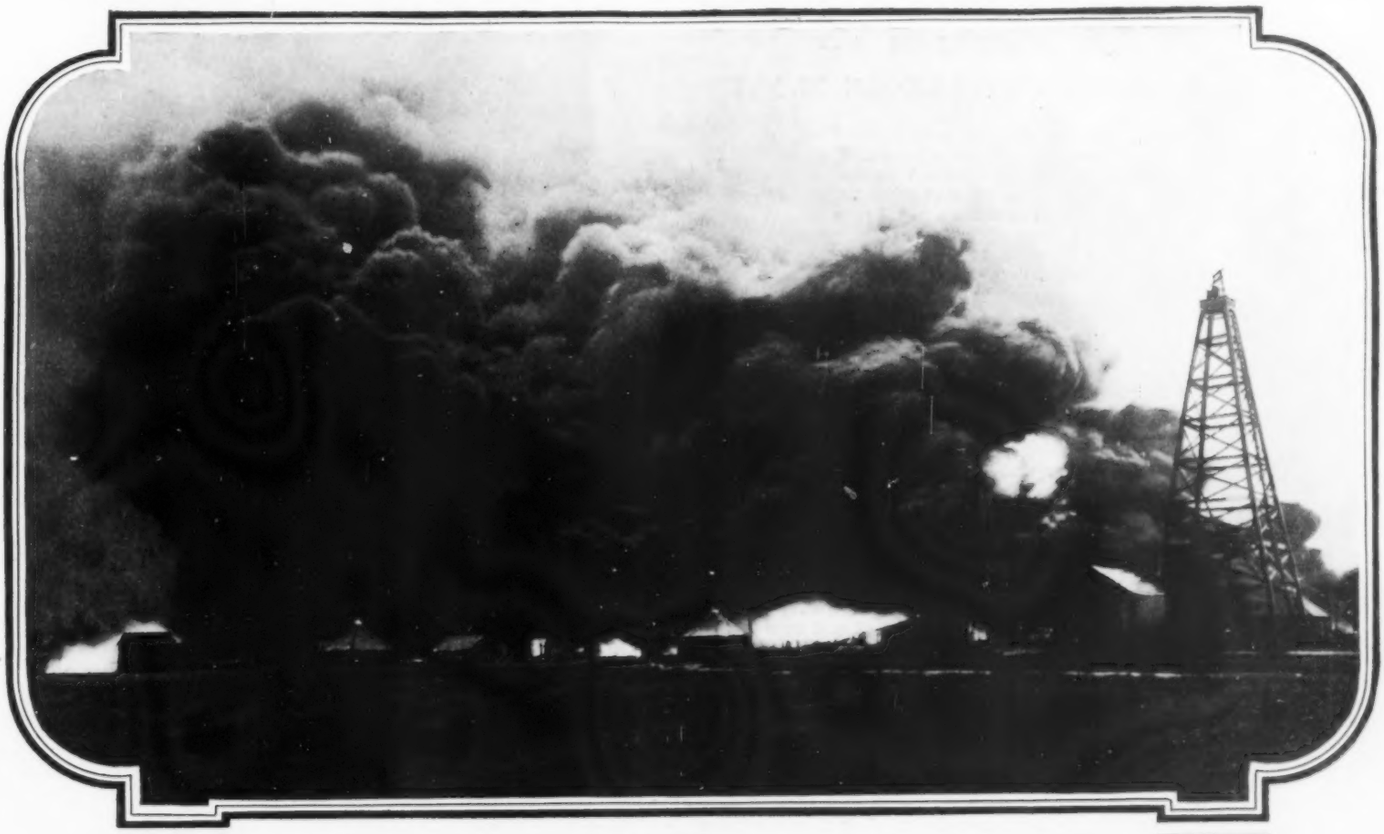
Lightning Starts Disastrous Oil Fire



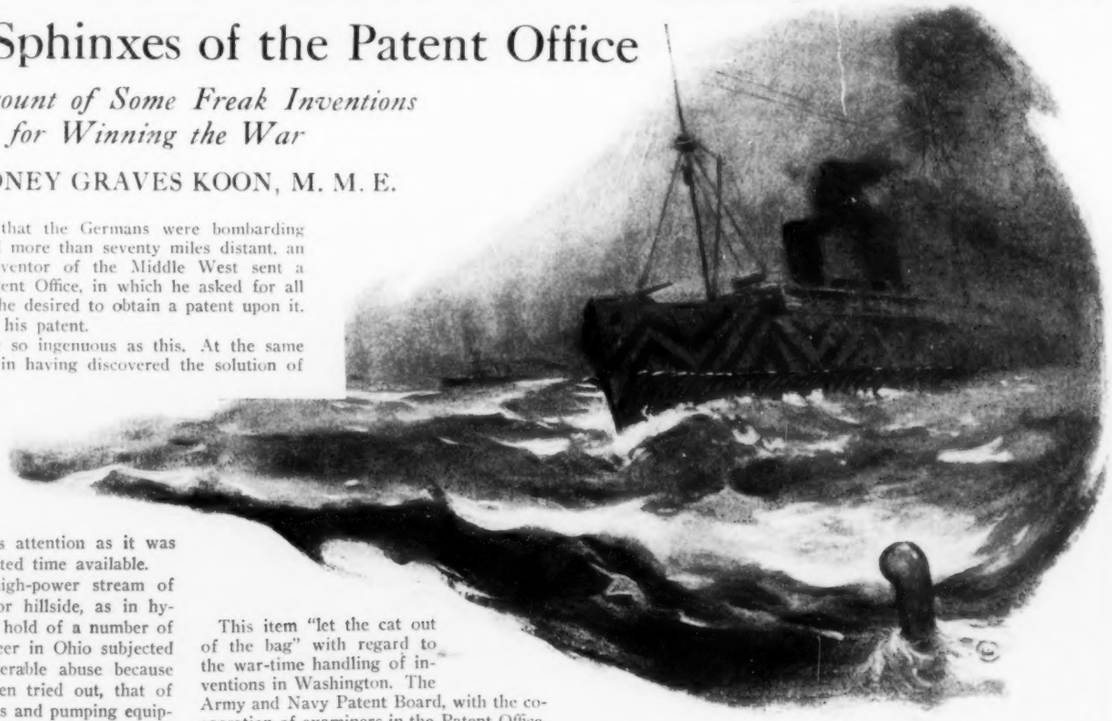
© McKay and Herkimer

On Nov. 9th, lightning striking simultaneously in two places ignited storage oil tanks in the Burkburnett-Waggoner City district of Wichita County, Texas. A heavy rain was falling and the burning oil floated on the flood of water and spread to other properties. At least one life was lost, property valued at $1,000,000 was destroyed, and more than a thousand people lost homes and belongings. The flames of the double conflagration met in Waggoner City and virtually destroyed the residence section of the settlement. The fire ravaged oil properties for half a mile. There was much suffering among the homeless because the roads were impassable and relief efforts were handicapped.

The Seven Sphinxes of the Patent Office

An Account of Some Freak Inventions for Winning the War

By SIDNEY GRAVES KOON, M. M. E.



WHEN it became known that the Germans were bombarding Paris with a gun located more than seventy miles distant, an enthusiastic would-be inventor of the Middle West sent a special delivery letter to the Patent Office, in which he asked for all particulars of that gun, because he desired to obtain a patent upon it. Needless to say, he did not get his patent.

Not all of the inventors were so ingenuous as this. At the same time, the element of confidence in having discovered the solution of all our difficulties was a predominant note in most of the letters. Inventions came in by the hundreds to the Navy Department, War Department and Patent Office and the Ship Protection Committee of the Shipping Board, and all were given as much and as courteous attention as it was possible to give them in the limited time available.

The impressive action of a high-power stream of water projected against a cliff or hillside, as in hydraulic mining in the West, took hold of a number of inventive minds. One civil engineer in Ohio subjected the Navy Department to considerable abuse because his idea was not adopted, or even tried out, that of fitting a ship with sufficient nozzles and pumping equipment to meet the on-rushing torpedo half-way and turn it back. In vain was it explained to him that no ship afloat, not even the redoubtable *Mauretania* or the *Leviathan*, formerly the *Vaterland*, has sufficient boiler power to provide steam for this feat of pumping, even if no steam whatsoever were used to propel the ship across the waters. Two consulting engineers from New York City came to the Navy Department late in 1917 with this self-same "solution" of the "submarine problem." When asked if they had computed the necessary power, and told something of the magnitudes involved, they dropped the matter.

A few weeks ago the news columns carried a story from Washington which read about as follows:

The latest war secret to leak out is how friendly inventors all over the world gave to the United States their ideas for death-dealing machines for the destruction of Germany. A companion secret is how all these ideas were kept from the enemy by the "seven serious sphinxes" of the Patent Office. This was a board of seven men of unquestioned loyalty and sworn to secrecy, empowered to examine and withhold patents on war machinery until the war was over, and meanwhile turn ideas of promise over to the Government. The ideas came from England, France, Switzerland, Hawaii, New Zealand, Australia, Mexico, Spain, Italy, Russia, Poland—and one came from Germany.

This item "let the cat out of the bag" with regard to the war-time handling of inventions in Washington. The Army and Navy Patent Board, with the co-operation of examiners in the Patent Office, handled a vast amount of material week by week, ceasing its functions only after the Armistice was signed.

The Board consisted of three representatives of the Navy Department and three of the War Department, together with one officer stationed in the Patent Office, who prepared the matter for review and decision by the Board. Three of the members of this Board were engineers and four (including the advisor) were lawyers; all but one of the lawyers were patent attorneys. Working under the famous "Trading With the Enemy" Act of October 6, 1917, this board grew out of a conference of the Secretaries of War, Navy and Interior. Its legal status was based on executive order from the President; the teeth in its makeup were furnished by the Federal Trade Commission, empowered to carry out the provisions of the "Trading With the Enemy" Act. The maximum penalty carried by the law was five years in prison and a fine of $10,000.

As is well known, patent applications are secret. But as soon as an application has been allowed and the patent is issued, immediate publication in the Patent Office "Gazette" makes its details public. It was perfectly simple, therefore, to suppress those matters which it was desired to keep secret, simply by withholding permission to issue the patent. So long as they were still in the condition of an application, and were subject to the drastic penalties of the law, there was little apprehension that they would be divulged.

The second function of the Board—to make use of ideas presented through the Patent Office—was in large part unnecessary. The average inventor is not given to hiding his light under a bushel. Hundreds of ideas for which patent claims were made had already been brought most insistently to the attention of the interested officials in both the War and Navy Departments. At the same time, a number of things were unearthed in this manner which had not previously been made known; and it was felt that this left no stone unturned which might aid in the prosecution of the war. This gave opportunity, also, to keep track of patent applications made by those who were doing contract work for both the Army and the Navy, and to keep these claims within reasonable bounds. This leads to another phase of the situation.

All ages and all lands have found men perfectly willing to embrace any opportunity which appears to offer promise of advantage to them. This is just as true in the realm of inventions as in that of finance or anything else. Scores of applications for patents are filed every year by people who have obtained the ideas from someone else.

During the stress of preparing devices and materials for war use—of meeting new contingencies in a new way—of finding means to combat ideas and devices which never before had to be combated, there was necessarily a large amount of co-operative work between Army and Navy officers on the one side and technical employees of certain manufacturing plants on the other. Nowhere was this more strikingly true than in the case of complicated apparatus, which had to depend for its efficacy upon minute adjustments and new types of construction. The Board found more than one case where employees of some of these plants had filed claims in an application for a patent, though the idea had first been brought to them from one of the war-making agencies of the government.

To offset this, insofar as it was possible to do so, the Board undertook to have applications for patents filed on matters originating in the War and Navy Departments, so that when the ideas, through collaboration, became known to outside interests, any attempt on the part of these outsiders to obtain patents to which they were not justly entitled would be checkmated. The machinery for doing this was just getting nicely into play when the Armistice was signed.

While Navy and Army officers making inventions in the line of their duty were not permitted to reap pecuniary advantage from them, it was quite possible for an officer in the forces of our Allies to make a harvest on his invention after carrying it through our Patent Office. He might not be able in his own coun-

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An improved type of aviation camera perfected in Germany was captured by the Allies, the unfortunate German airman having the mortification of seeing it land uninjured in the enemy's hands on the day of its first trial.

America Takes the Prince To Its Heart

Photographs by JAMES H. HARE, LESLIE'S Staff Photographer

The Prince of Wales salutes the playing of "The Star Spangled Banner" at his reception by officials of New York City. The Prince's genial personality, keen-mindedness and true democracy have greatly strengthened the friendship between Great Britain and the United States, really begun when the Union Jack and the American flag flew together on the battlefields of France.

The Prince inspecting the American Naval Guard at Bowling Green. The war proved that a better understanding between the two great English-speaking nations should be fostered. Except in the breasts of a few irreconcilables, the Prince's visit has wiped out the old enmity that, unfortunately, lasted too long. At any rate, America has taken the Prince to its heart, regardless of international issues.

The Prince shaking hands with the Commander of the United States Naval Guard at Bowling Green on his first day in New York. "Rushing," the Prince made his five days' visit memorable for its strenuousness, truly in keeping with the New York spirit. The first day's greetings put his right hand out of use, the second reduced his left to helplessness, but, knowing it was all in a good cause, the Prince smiled merrily on as the hand-shakers grew in number with his visit to West Point and the official reception at the 7th Regiment Armory, before he sailed.

Troop 211, Clan Graham, Scotch Boy Scouts, showing its mettle to the future king of England at the Columbia Yacht Club, New York City.

Sousa's Band and Conn Instruments

What Sousa Says

JOHN PHILIP SOUSA
From a recent photo

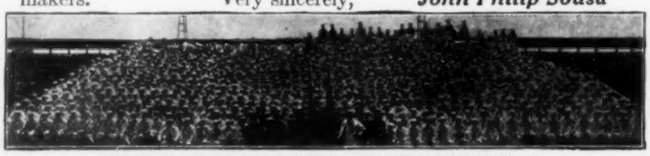
"I take this occasion to tell you of the genuine pleasure and perfect satisfaction your New Wonder Model instruments, used by the members of my Band, have given me.

In our extended engagement at the New York Hippodrome, your instruments have had a splendid opportunity to display their merits, and they have fully demonstrated their worthiness of the Grand Prize and Gold Medal of Honor given them by the Jury of Awards at the Panama-Pacific International Exposition.

During our pleasant engagement at the Exposition I had occasion to note the various bands and orchestras there engaged, and the Conn instruments seemed to be in evidence everywhere. Particularly was this the case where high grade musicians were engaged.

I still maintain that the new model Conn instruments enhance the musical value of any organization to a marked degree, and the members of my organization fully accord with me.

The Conn, Ltd., has created a high standard of excellence for Band Instruments, a standard worthy of emulation, if possible, by other makers. Very sincerely, ***John Philip Sousa***



THE FAMOUS JACKIE BAND, U. S. NAVAL TRAINING STATION, GREAT LAKES, ILL.
LIEUT. JOHN PHILIP SOUSA, Conductor

The organization and successful training of the "Jackie Band" is one of the most remarkable of Lieut. Sousa's achievements. Its members were recruited from all walks of life—many of them wholly unfamiliar with music and musical instruments—and yet in a few short months, Lieut. Sousa was able to develop them into a world-renowned organization.

The Jackie Band of over 1200 members was equipped throughout with Conn Instruments—a most significant fact when one remembers the success achieved for good music is no mystery. It is the expression of skill in both the artist and the making of his instrument.

Music in Other Organizations

The power of music to inspire and bind together was well illustrated in the Jackie Band. Hundreds of organizations and institutions are recognizing the same fact and are using it to the mutual advantage and the profit of their members.

Large manufacturing industries, Fire and Police Departments, Boy Scout Organizations, Schools, Colleges, Lodges, Churches, etc., are all beneficiaries of the bond of music. Many remarkable bands and orchestras have been developed among the members of such organizations with the aid of Conn Instruments.

Unusual benefits of no small proportions await similar organizations who are interested in the creation and development of a spirit of harmony in thought and action within their organizations.

THE INNIS BOY SCOUT BAND OF DENVER

This Band was personally trained by Frederick Neil Innis, the celebrated Band Leader of New York. In a personal letter Mr. Innis writes,—"The Band is the talk of the town. The boys—63 in all—are wildly enthusiastic in the perfect Tuning and brilliancy of Tone and their Conn Instruments. Almost all my life I have recognized the superiority of Conn Instruments over all others; therefore, had no choice than to recommend an entire outfit of Conn Instruments. The results have vindicated my enthusiastic endorsement."

DODGE BROS., DETROIT BAND—A. LIBERATI, Leader

There is no one element in Industrial Relations that begin to pay dividends in proportion to investment as that realized from Industrial Bands. Prof. A. Liberati is extremely proud of his achievements with the Dodge Brothers Band of Detroit and the Dodge Brothers Company are equally pleased. As for the members of the Band,—well, they are equipped with Conn Instruments. Isn't that the answer?

Essential Tonal Qualities—

A Characteristic of Conn Instruments.

SAN FRANCISCO FIRE DEPARTMENT BAND

Some folks think that Firemen can only fight fire. That this is not true is shown by the above. But best of all is the satisfaction felt by the members of this Band for the unusual service realized from their complete equipment of Conn Instruments.

The test of an instrument is its tonal qualities,—its perfect intonation—its symmetry of proportion,—its proper balance,—its embodiment of Art and Science as expressed in appearance and performance.

Conn Instruments are the product of a patented method impossible of attainment elsewhere. An intimate, scientific knowledge of requirements, plus a mechanical skill in production that approaches the Artistic and Ideal, gives a guarantee of quality and uniformity in tonal elements that is unsurpassed. The universal recognition of this superiority of Conn Instruments by all great Band Leaders of International Fame is the best possible guide and assurance for the beginner or the veteran purchaser of band instruments.

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Your best Guarantee of a Good Band or Orchestra Instrument is to see that it bears this mark—

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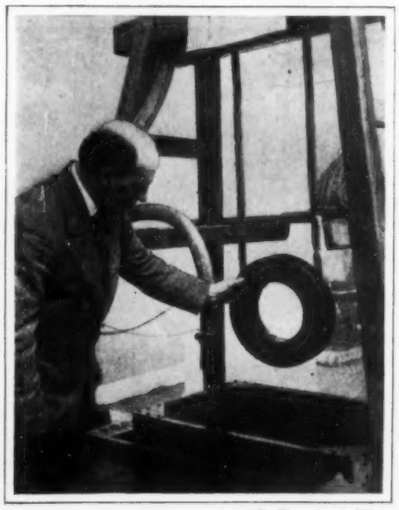
112 Conn Bldg. *ELKHART, IND.*

Odd Facts in the World of Science

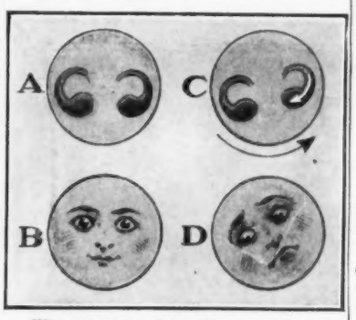
Edited by HEREWARD CARRINGTON, PH. D.

A Novel Pump

At a recent dairy show held in the Agricultural Hall, London, a novel pump was exhibited, an illustration of which appears herewith. It was called "a mechanical impertinence" by some scientists who attended the show; but in spite of the banter levelled at it, the pump proved itself capable of lifting a thousand gallons of water from a depth of 300 feet in one hour, even when worked only by hand. The coil-like cable is sunk to any depth by a rotating weight, and the water, obeying the laws of capillary attraction, lodges between the small blades and only falls out when it reaches the top of the pump. In effect, there is a rising column of water. The rotating weight which is used is shown in the picture. This is capable of great possibilities when attached to a driving mechanism which will force the pump to steady action. Needless to say, this is different in principle from the ordinary pump, which works upon other principles. However, "there are more ways of killing a cat than drowning it." There are such things as "dowsers," for instance, that is, men who can walk over the ground and tell when and where to dig, to find water. They use the so-called "divining rod," and it is on record that the British Army at Gallipoli found enough water in this manner to supply the army while there.



© *Keystone View*
A new kind of pump, working upon new principles, exhibited at the Agricultural Hall, London.



Why we get seasick: The lymph in the semi-circular canals, in the ears, constantly irritates the fine nerve-endings within them.

Why We Get Seasick

The true nature of seasickness remained a mystery for many years, but may be said to have been solved to a great extent now, largely through the labors of Dr. Joseph Byrne, of New York, from one of whose works upon the subject the accompanying illustrations are taken. It has now been shown that seasickness is due to disturbances which take place in the so-called "semi-circular canals" in the ears, and, in consequence of this, a certain nerve, leading into that part of the ear, is irritated, and the whole nervous system upset in consequence,—particularly the stomach. The semi-circular canals are, as their name implies, half-circles made of bone, in the ear; these are lined with membrane and filled with a fluid called "endolymph." Projecting into this fluid at each end of the canal are numerous delicate hairs or fine bristles. When the body is swayed over sideways, the lymph in the ear runs against these delicate hairs in the semi-circular canals, and irritates them, causing in turn an irritation of the nerve of which they are the endings, and this nerve-irritation upsets the whole nervous mechanism, especially the stomach. The illustrations show this. The practical thing to do, to prevent seasickness, therefore, is to maintain the body in an erect posture, as much as possible.

Measuring How Fast a Dog Thinks

A pugilist is told to strike when a definite signal is given him, or a fencer to lunge. Between the giving of the signal and the response, there is a certain time. The illustration shows us one method of testing the reaction time of a dog. The animal was chained up, but, when a flashlight was shown, the chain was instantly released and the dog set free to escape. The speed with which he did this was his reaction time. Most of this time is consumed in three processes—since the speed of light is so great that it may be left out of account. First we have the time taken by the nerves to carry or convey the impression to the proper brain centers; then we have the time these brain centers take to make up their mind to act (deliberation, decision, etc.), and finally the time it takes for the nerves to carry this impulse to the muscles.

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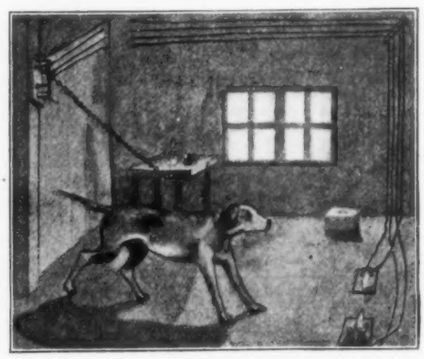
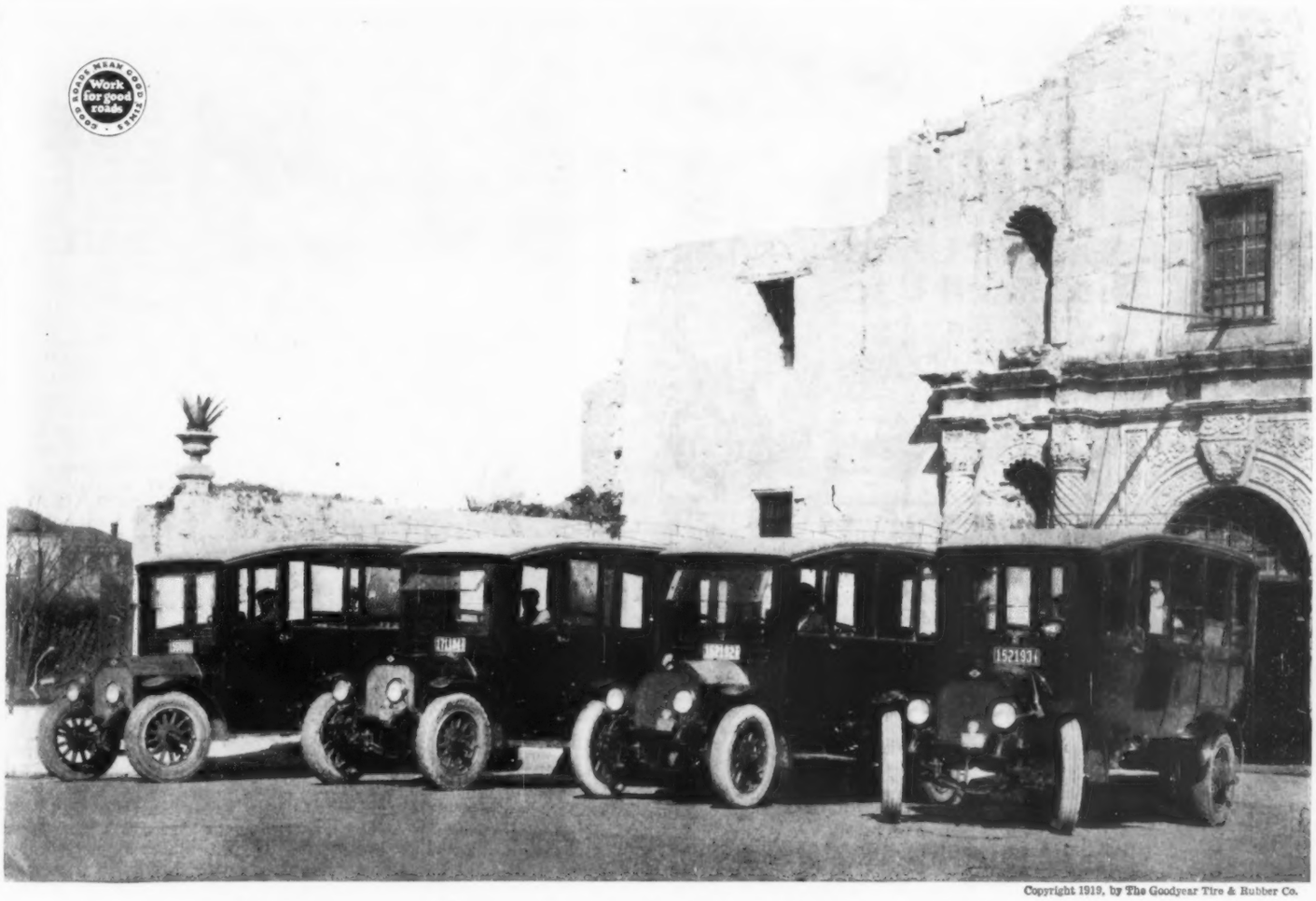


Measuring how fast a dog thinks, by the aid of electrical apparatus, giving the "reaction time."



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"WE recommend Goodyear Cord Pneumatic Truck Tires to anyone operating passenger-carrying busses. They afford the obvious pneumatic advantages of traction, cushioning and greater activity which benefit both the customers and the company. But they add a wearing ability which compares favorably with the solid tires we have used. Consequently, we use Goodyear Cords entirely for bus equipment."—M. P. Brannan, Pur. Agt., Merchants Transfer Co., San Antonio, Texas

THE photograph above was taken at The Alamo in San Antonio, Texas, and it shows four motor busses that carry tourists to this and nearby missions.

In two years of continuous service on Goodyear Cord Pneumatic Truck Tires not a single repair has been required by any of these big carriers.

They ride as comfortably as limousines on the cushioning pneumatics and, due to the traction of their tires, they operate on schedule over country roads in rainy weather.

Officials of the Merchants Transfer Company, however, particularly emphasize the toughness of the Goodyear Cords which have averaged 12,000 miles per tire in this exacting duty.

The average tire-mile cost of nine Goodyear Cords, eight of which remain in service after more than a year, is less than seven-tenths of a cent.

Their stamina points to Goodyear's pioneer work in developing Goodyear Cord Pneumatic Truck Tires to remove the limitations placed by solid tires on motor trucks and busses.

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A most welcome gift for every member of the family—for use at work or at play—from childhood to old age—on hot days or on cold days—ever ready everywhere—the perfect container for solid and liquid food—the ideal servant in or away from home. Keeps contents hot as blazes or cold as ice.

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Regulation Heavy Weight, $4.00; Extra Fine Light Weight, $4.50; Extra Fine Light Shade, $5.00.

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R FOX L FOX

Infantile Paralysis
Caused this Deformity

This letter from Hon. Boyd Watkins, member-elect Mississippi House of Representatives, and Mrs. Watkins, should interest every parent of a crippled child.

Our son Raymond walked on the toes of his right foot, due to Infantile Paralysis. He was in your Sanitarium exactly four months when he came home with a straight foot, walking perfectly flat and with ease.
Mr. and Mrs. Boyd Watkins,
R. R. No. 1, Lamar, Miss.

FOR CRIPPLED CHILDREN

The McLain Sanitarium is a thoroughly equipped private institution devoted exclusively to the treatment of Club Feet, Infantile Paralysis, Spinal Diseases and Deformities, Hip Disease, Wry Neck, etc., especially as found in children and young adults. Our book, "Deformities and Paralysis"; also "Book of References", free. Write for them.

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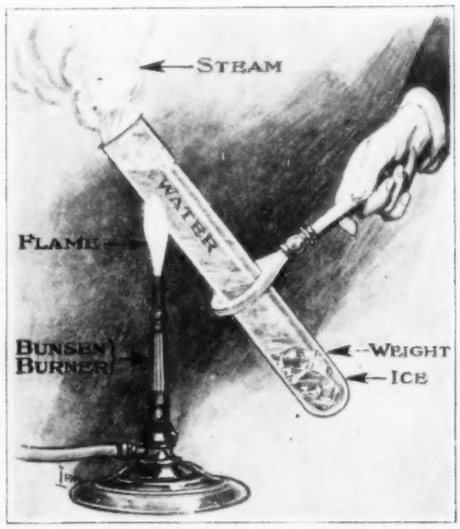
Have You a Spare Hour a Day?

If you are wide-awake, enthusiastic, energetic, you will not let that hour be wasted. Hundreds of men and women are turning their spare time into bank accounts by representing the LESLIE-JUDGE COMPANY in their own community. Write for your working supplies at once and in your own town take advantage of the many opportunities of the holiday season. This is going to be the biggest buying season in years and there is no better Christmas gift than a year's subscription for LESLIE'S ILLUSTRATED WEEKLY, JUDGE, or both.

Leslie-Judge Co., 225 Fifth Ave., New York City

Odd Facts in the World of Science

Concluded from page 846



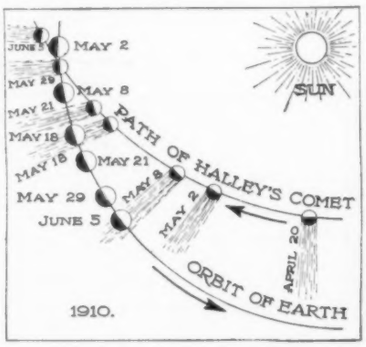
Boiling water containing ice, leaving the ice unmelted! Impossible? No, for it can be done. You can do it yourself, if you will follow the instructions carefully.

How to Boil Water Containing Ice Without Melting the Ice

IT is actually possible to boil water, containing ice, without melting the ice—if you know how to do it! In order to accomplish this, procure a glass test-tube, about six inches long; a leaden weight or shot, fitting loosely into the tube; a holder for the tube (made of wire or twisted paper), a block of ice, about an inch in length and just small enough to fit into the test-tube; and a gas or alcohol lamp, capable of giving off a good, strong heat. You will also require some ice-cold water,—and this, together with the ice, needless to say, must be provided at the last moment, when everything else is ready. Pour the water into the tube, until it is within about two inches from the top; place the ice in, and onto it drop the leaden weight. This will carry the ice to the *bottom* of the tube, where it remains. Now hold the tube over the flame, at about the angle and position shown in the illustration. In a few moments, the water in the tube will boil; steam will come off; but the block of ice remains unmelted in the bottom of the tube.

A Close Shave!

MAY, 1910, was an anxious month for many persons! The orbit of our earth and that of Halley's comet crossed one another's within a few days, and so convinced were some people, at that time, that this earth would be smashed to bits, that they made all their final arrangements, and locked themselves in air-tight rooms, in case some poisonous vapor in the comet's tail should poison them, even if the heavenly body itself did not smash into and pulverize the earth. As a matter of fact, there was no need for worry; but it is true that the two bodies came almost uncomfortably close together at that time—closer than we hope they will come again for some time to come! The illustration will show us how these two celestial bodies, travelling in opposite directions, came within measurable distance of colliding with one another.

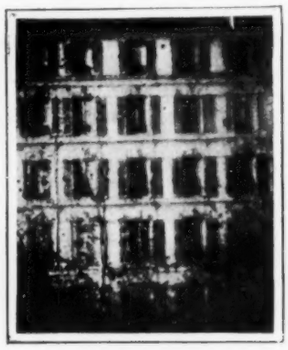


When our earth nearly collided with Halley's Comet in May 1910. It will be seen that they were only a few days apart.

Photographs Taken Through Solid Objects

DR. GUSTAVE LEBON, of Paris, has shown that it is possible to take photographs through opaque bodies, by the aid of so-called invisible or "black light."

Here is Dr. LeBon's description of the experiment: "For the experiments which follow, various opaque bodies can be used. The most convenient is Japan varnish, which is poured, to the thickness of two or three millimeters, on the movable diaphragm of the focusing tube, for the back of which is substituted a thin plate of mica fixed to the sides by strong glue. When the varnish is dry, it will be observed, by interposing it between the sun and the eye, that it appears absolutely opaque. The object to be reproduced on the ground glass of the camera is focused, and the diaphragm is put in front of the focusing tube. A screen of sulphide of zinc is then illumined by daylight, and placed in the usual dark slide of the camera as if it were an ordinary photographic plate. Then lifting in the ordinary way the shutter of the frame, it is left open before the object to be reproduced for a period varying with the light. The photograph here taken is that of a house in daylight, and the objective used was a portrait lens. The exposure lasted one minute." (*The Evolution of Forces*, pp. 306-307.)

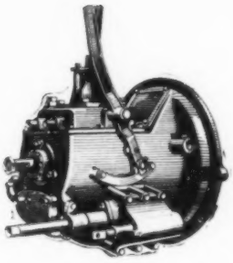


A remarkable photograph taken through an opaque body by the aid of invisible light rays.

GMC

General Motors Trucks

—in Milling Delivery



Power from the GMC Motor may be applied for other purposes than driving the vehicle, through the Power Take-off. In raising telephone poles, moving safes, and in other auxiliary operations, the Power Take-off is thrown into gear through a special lever from the driver's seat

FIVE GMC Trucks are handling all deliveries of E-Z-Bake Flour within a radius of fourteen miles for the Acme-Evans Company, of Indianapolis.

Eight hours a day these sturdy trucks are speeding over city pavements and rutty country roads, carrying the Acme-Evans product to the little wayside grocery, the big wholesale house and the popular bakery on the avenue.

Regular, train-like schedules characterize the delivery of E-Z-Bake Flour, and so dependable are the route schedules that special deliveries are unknown. This fact means economy through GMC Trucks.

During the three years these GMC Trucks have been in operation their performance has been highly satisfactory, according to the written testimony of Mr. R. C. Crosswhite, the company's sales manager.

The trucks are running like new, and several more years of service are expected from them.

In hundreds of other lines of business GMC Trucks are covering delivery routes with unfailing regularity.

GMC Trucks are made by the exclusive truck-making unit of the General Motors Corporation and backed by this strongest of automotive organizations.

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One of the Units of the General Motors Corporation

PONTIAC, MICHIGAN, U. S. A.

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'Lather with Colgate's — Shave with Comfort"

With the Stick
After wetting the face pass the stick over the cheeks from ear to ear and back again, then under the chin; and once across the upper lip. This gives soap enough for any but the heaviest beard. Work up the softening lather on the face with the wet brush—using hot or cold water.

With the Powder
First, wet the face with the brush. Separate the bristles slightly with the thumb and sprinkle about ½ of a thimbleful of powder on the brush—you soon learn the exact amount you need. The lather is quickly worked up with hot or cold water—on the face.

With the Cream
If you prefer to apply the cream to the face *always* wet the face first! If you squeeze the cream on the wet brush, wet the face first. The plentiful fragrant lather is then worked up on the face with the brush—using hot or cold water according to preference.

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So that we will receive your order in time to start with the Dec. 20th issue which we will include together with the issue of Dec. 27th in your order for the subscription for next year.

LESLIE'S WEEKLY
225 Fifth Ave., New York

The Seven Sphinxes of the Patent Office

Concluded from page 844

try to make anything out of it financially, but he could here. To meet this situation the Board was just getting into intimate touch, when the Armistice was signed, with the patent authorities in England, France and Italy. An interchange of ideas was under way which gave good promise of great benefit to all concerned. Not only did each thus learn of the character of inventions filed and withheld from publication, but in special cases arrangements were made to supply such details as might be needed, and thus promote effective co-operation.

The above gives some of the functions and activities of the Board, which met weekly in a room overlooking the interior court of the Patent Office (with its fountain silent because of a water famine in Washington) and went over carefully the grist of patent applications which had been filed since the previous meeting. Some of the human interest side of the story, however, is more interesting reading, for it shows, in a way which is sometimes difficult to comprehend the peculiar workings of the human mind under stress of a national emergency.

One man wrote in from Ohio: "I think I could invent a patent which would be more distroyful than the cannon." He was encouraged to submit his idea, but there must have been some hitch about its "distroyfulness," for it never came in.

Many inventions were submitted covering a bomb sight for airplanes—a sight making it possible to drop the bomb with some assurance of hitting the target. Nearly all of them started by the measurement of a definite angle from the vertical. Unfortunately, none of the inventors told how this vertical was to be found, and anyone who has ever been in an airplane knows that it is impossible, with present appliances, to know just what direction is "straight up." No plumb bob or pendulum, no leveling device such as carpenters use, can be depended upon to give either a vertical or a horizontal line, because the motion of the plane, including centrifugal action at almost every instant, would defeat the use of any such appliance.

"Perpetual motion" devices were not so numerous as might have been supposed. Only four of them came before the writer (in his capacity as Inspector of Naval Construction, with special reference to the examination of inventions). Two of these came in by letter and two were brought in by the inventors. One inventor apparently realized from the start what he was up against, because he treated the matter as pretty much of a joke. In two cases, however (one in French), the inventor insisted that he was right and that his appliance would work. Both men were advised to take the matter up officially with the Patent Office. The joke in this was that, although the Patent Office does not require and no longer desires the submission of models with patent applications, it does require a full demonstration in cases where natural laws are to be set at defiance.

The largest group of inventions submitted to the Navy Department and to the Ship Protection Committee of the Shipping Board covered means designed to protect ships from torpedoes. Not less than 4,000 schemes for this purpose came to Washington during the nineteen months we were at war. Of course, this represented a vast amount of duplication. The majority of them involved some outside contrivance, such as a net or set of plates, to be carried at some distance from the ship—a distance far enough to protect the ship when the torpedo was exploded against this barrier.

Some of these designs were very ingeniously worked out, even taking care (on paper) of the fact that the rolling of the ship would naturally submerge the screen on one side more than on the other. Others were mere copies of devices which had been used years before on European warships. For some reason the inventor could not see the distinction between a warship at anchor with nets surrounding it for protection and a cargo ship scurrying across the Atlantic. He could not realize that an apparatus which could be made to stay in place on a stationary ship in the smooth water of a sheltered harbor was not also suitable for outside work in the tempestuous North Atlantic.

The ships carrying army supplies to forces in France which could not progress without them had to get the goods across in the shortest possible time. The extremely slow speed with which ships fitted with nets would have had to go, and their unmanageableness in even ordinary weather, to say nothing of the frequent stormy weather, would have made it out of the question to fit these nets to the ships. It was a question of getting enough supplies across in spite of the submarine, rather than of making *every* ship safe, whether the supplies got across or not. Some chances had to be taken. The risk of loss of ships with their valuable cargoes was a tremendously serious matter, but it was less serious than the risk of interminable delay in getting the goods over.

A careful study which the writer made on this subject late in 1917, and which in a different way had been made by the surveyors of Lloyd's Register in England, showed conclusively, insofar as calculations could show, that it was futile to attempt to protect the ships against occasional loss, at the expense of the immeasurable delay caused by applying the fittings and in the transit across the submarine-infested waters.

In this connection, reference may be made to the one so-called "unsinkable" ship which was fitted up with devices for protecting her from torpedoes. It happened that in this case the device was internal rather than external—hence the speed of the ship was not diminished. But some 20 per cent. of the ship's cargo capacity was occupied by the buoyancy boxes with which she was fitted. Consequently this ship could carry only four-fifths as much cargo as before, and it would take five such ships to carry as much as four unprotected ships of the same size. It was confidently expected that this ship would withstand torpedoing to any reasonable extent; nevertheless, in October of 1918, she was sunk by a torpedo. It is true that she floated for twenty-two hours, but she did not get that cargo to France any more than if she had never been protected at all. The fact also remains that, although she did get previous cargoes to France, she was not previously torpedoed; and other vessels of the same size and under the same conditions did the same thing, and the cargoes landed were just that much bigger.

Quite dismayed was the German aerial photographer who presented us with an invention in a wholly involuntary way. He was trying out a new and much improved type of camera over the lines in France. Brought down before he could use it, and prevented from destroying it, he had the mortification of seeing his new device appropriated by those whom it was designed to aid in destroying.

(NOTE: *This article will be followed by another article written by Mr. Koon. It will describe other designs for protecting ships from torpedoes.)*

Tools from a Waste-Killer's Kit

1. ***Asbestos Roofing.***

2. ***Blow Torch*** to demonstrate fire repellency of asbestos roofing.

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4. ***Sectional Insulation*** to prevent heat losses in power and heating systems.

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7. ***Asbestos Shingles:*** fire proof, Beautiful, durable.

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10. ***Gasket:*** to make boiler manholes and handholes steam tight.

11. ***Fire Extinguisher:*** motor car, industrial, and home first aid protection.

12. ***Renewable Fuse:*** economical electric circuit protection.

13. ***Electrical Cutouts:*** a complete unit system of wiring distribution.

14. ***Refractory Materials:*** cements for the protection of masonry against high heats.

15. ***Salesman's Engineering Manual:*** a complete encyclopedia of information on all Johns-Manville products and their relation to conservation.

16. ***Crude Asbestos:*** in the pocket of every Johns-Manville Waste Killer—as illustrating the basic source of the service he gives.

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Johns-Manville men are more than salesmen—they might be called "Waste-Killers"—because before they *sell* anything, they show how to *save* something—power, heat, energy lost through friction, or property from fire loss. So they must know industry and engineering and the relations of these to the products they handle.

Whether it be a recommendation of a particular packing for a certain pump—calculating proper thickness and kind of heat insulation to reduce heat loss in pipe lines—or again in handling a roofing problem—or specifying electrical protection—the Johns-Manville Salesman must *serve* before he sells.

More than five hundred of our salesmen are welcome visitors, so customers tell us, to the industries of America. Not surprising either when you realize that in all departments of industry, conservation is alike the key-note to progress and the slogan of these Johns-Manville Waste-Killers—a title which they have earned by consistent service over two decades.

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It is in this care of the nerves that Sanatogen is of real service. For to the hungry nerves, impoverished by overdrafts, Sanatogen brings just the foods they must have for speedy restoration to health—pure albumen and organic phosphorus in easily taken-up form.

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STROMBERG MOTOR DEVICES COMPANY
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New STROMBERG Does it! CARBURETOR

Czecho-Slovakia

Continued from page 842

since. Our moral aid all during the war played no unimportant part in their struggle for liberty from the 300-year-old domination of the Austrians. It was in America that the secret service work of the Czechs was conducted which helped expose the German bomb plots and the made-in-Germany strikes in our munition and steel works, which showed in their true light Dumba, Boy-Ed, von Papen and von Bernstorff. Eighty quiet-working Czechs in America, under the name of the "Bohemian National Alliance," unearthed nearly every plan of the Germans to make our part in the war negligible. It was these eighty people, or various members of the number, who acted as couriers between the United States and Czecho-Slovakia, bringing to the people in the heart of Teutonic Europe, the actual war news which the Germans kept from them in every possible way.

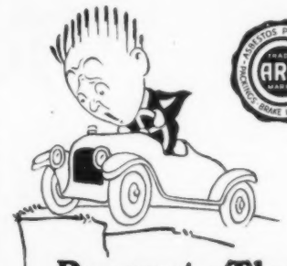
One of these couriers, a young woman, booked passage on the same steamer with von Bernstorff when he left America. Before he landed in Germany, her report of his voyage had been made to the Czech revolutionary powers at Prague. Unfortunately, in this case, the German secret agents were alert and the moment Milada Jarusek stepped foot on German soil she was arrested, sent to

Milada Jarusek, the only Czech secret agent who was caught during the war. She was condemned to death in Vienna, but the close of the war brought her freedom.

Vienna and put in prison. In the entire course of the war she was the only Czech secret worker who was caught. She was tried in Vienna and condemned to death, but her execution never took place. She is now back in America, for before the sentence could be carried out, Czecho-Slovakia had gained its independence, and the war had ended. At the girl's trial much comfort was given her by the presence of Dr. F. Soukup, ex-Minister of Justice of Czecho-Slovakia, and Gustav Haberman, now Minister of Education. After sentence had been passed both men went to the girl in the hope of giving her comfort. Once in her presence, however, the tenseness of the situation gripped them and they stood speechless with tears in their eyes. But Milada Jarusek was not overcome at the thought of death. With the intuition of a woman, she sensed the depth of emotion of her compatriots and with true sympathy put a hand on the shoulder of each and said:

"Never mind me, I am but a pawn in the game, but I know that Czecho-Slovakia will be free. That is my solace."

Perhaps the most striking evidence of the regard in which Americans are held



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Farmer Burns, 2449 Ramge Bldg., Omaha, Neb.

is shown in the use of President Wilson's photograph. There is not a village too remote or a hamlet too small that it does not show President Wilson's photograph alongside that of the President of Czecho-Slovakia. I found one on a mountain trail, high in the Tatras, in a remote part of Slovakia, and once at dusk I came face to face with one tacked to a wayside shrine on the outskirts of Prague. How many passed that shrine I do not know, but no one saw anything amiss in coupling with the Savior of Mankind him whom many of the people of Europe think of as "the modern savior." Sacrilegious? I am only telling facts.

The regard in which Americans are held reaches the point of veneration for the American Legionnaires (boys of Czech descent from the United States) who fought in France before going to Czecho-Slovakia after the overthrow of Austria. To the Legionnaires is largely attributed the saving of Czecho-Slovakia in June at the time of the Magyar-Bolshevist invasion in southern Slovakia. The Czech army at that time was not fully organized and was only partially equipped with clothing and ammunition. Although greatly outnumbered, they succeeded in driving the Magyars back into their own territory and restoring order on the frontier in less than a month. The morale lent to the Czech army by the presence of the Legionnaires, it is claimed, was a very potent factor in the outcome. The Magyars, recognizing this fact, made the Legionnaire prisoners the victims of special cruelties. Legionnaires were mutilated and in many instances were crucified to barn doors, to the side of troop trains, and in one case a Magyar train was captured with a Legionnaire crucified to the front of the engine and still alive. I have personally talked with Legionnaires who witnessed these atrocities and their official affidavits were transcribed by me.

How a Revolution Was Won

To-day the saying is "With the Legionnaires and the Sokols, Czecho-Slovakia cannot die." To the Sokols, credit is given for the success of the revolution which brought about the independence of the Czechs on October 28, 1918. The Sokol society, which was organized in 1862, was formed primarily to stimulate interest in physical development, following the principle that a healthy body makes for a healthy mind. It is typically a Slav movement, its membership embracing Croats, Slovaks, Serbs, Moravians, Poles and Russians. It established "gym" classes and gymnasiums throughout Czecho-Slovakia. Its teaching gradually broadened, however, until its aim was character-building as much as body-building. In 1869, membership was extended to women. Principles that make for good citizenship, honor, uprightness and truth, are taught with physical exercises, and through the Sokol organization, more than through any other medium, were kept alive the language, customs and traditions of the Czechs, despite the oppressions of the Austrians. Today the Sokols are one of the strongest patriotic bodies in the world, making national unity its greatest aim. So powerful was the Sokol organization, Austria dared not strike it, fearing an uprising of the Slavs in consequence. With the coming of the war the Czechs were forbidden public gatherings except Sokol meetings, and here were laid the seeds that brought about the overthrow of the Austrian government and the establishment of a free republic.

The unity among the chapters of the Sokols was so complete that when the time was ripe for the overthrow of the Austrians, it was a selected body of Sokols representing all parts of Czecho-Slovakia that walked quietly to Hradcany castle in Prague and demanded the abdication of the Austrian officials. The proof of the power they wielded is the success of the revolution, which overthrew a 300-year-old yoke without spilling a drop of blood.

There are 230,000 Sokols in Czecho-Slovakia and the membership has increased rapidly since the revolution. Among the Czech population in America there are between 18,000 and 22,000 Sokols. Chicago alone has sixteen of their gymnasium halls. One of the outstanding principles of the Sokol teaching in America is that its members must either be American citizens or give intention of becoming American citizens if they remain in the United States. The greatest aim of a Sokol is to be a good citizen of whatever country he chooses as his home—quite different from that of the German-American societies, whose members were required to be good Germans first of all, and to put the interests of the Fatherland before those of America.

Will Czecho-Slovakia Stand?

Almost the first question asked of the returning traveler from Czecho-Slovakia is: "Will the Republic stand?" It is a difficult question to answer, when one considers the condition of the country when independence came. These are troublous times and petty politics are complicating the destinies of nations greater than Czecho-Slovakia. At this early date Czecho-Slovakia's financial, political and commercial life is in the formative period and any criticism made at this time would hardly seem fair.

While the Czechs were under Austrian rule they were given little or no opportunity to develop along any of the foregoing lines. Financial matters were largely regulated at Vienna, practically all laws concerning the Czechs were made by the Austrians, and all offices of power were held by the Austrians, thus giving the Czechs for centuries little experience in finance, business, law-making or official life. For three hundred years the Czechs have had little chance to grow and if to-day their methods of life and government are not as progressive as those of America or England, is it to be wondered at?

When independence came, Czecho-Slovakia was in financial straits, for Austria had drained it to the dregs. Its industries were idle because of the lack of raw material and its railroads were paralyzed. In the first year of its independence, Czecho-Slovakia has established a currency system on a sound financial basis, and its exchange rate is more stable than that of older countries on the continent. It has made rapid strides in establishing trade relations with the leading commercial powers, and its railroads are operating with as much efficiency as elsewhere on the continent. As for food conditions, with the help extended by America and England the crisis brought about by the war has been passed.

Professor Centre, of Paris University, who has made a study of the Czecho-Slovak situation, says: **"We have every reason to have confidence in Czecho-Slovakia, and although it is placed in a difficult and extremely exposed position we need not be afraid. The Czecho-Slovak peoples will be helped to overcome their difficulties by their fundamental unity of race and of language and the glory of their past history. The Czechs have great aptitude for public affairs; and their political instincts are highly developed, as is proved by their inherent respect for the rights of their neighbors. Advantages such as these enable us to consider the future of Czecho-Slovakia without fear."**

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OUR NEXT PRESIDENT

Answers from men and women voters requested. All answers regarded *strictly confidential*

In 1916 I voted for ..... or did not vote .....

In 1920 I wish to vote for.....

Reader's Name .....

Address.....

Please cut out and mail to

EDITOR LESLIE'S WEEKLY
225 Fifth Avenue, New York

TOTAL VOTE TO NOVEMBER 19

GENERAL WOOD, 1312; change from Wilson, 174.
PRESIDENT WILSON, 485; change from Hughes, 52.
CHARLES E. HUGHES, 253; change from Wilson, 26.
SENATOR JOHNSON, Calif., 457; change from Wilson, 133.
WILLIAM H. TAFT, 132; change from Wilson, 46.
SENATOR BORAH, Idaho, 55; change from Wilson, 13.
WILLIAM G. MCADOO, 84; change from Wilson, 59.
GOVERNOR LOWDEN, Illinois, 122; change from Wilson, 23.
SENATOR HARDING, Ohio, 64; change from Wilson, 11.
GENERAL PERSHING, 42; change from Wilson, 13.
SENATOR SUTHERLAND, West Va., 118; change from Wilson, 38.
SENATOR LODGE, Mass., 38; change from Wilson, 10.
EUGENE V. DEBS, 87; change from Wilson, 35.
GOVERNOR COX, Ohio, 68; change from Wilson, 57.
MAYOR OLE HANSON, Seattle, 281; change from Wilson, 66.
Scattering votes for 62 others, 320, including all candidates receiving less than 20 votes each.

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The Melting Pot

Only about one person in ten saves, according to savings banks report.

Bishop Burch of New York maintains that we must fight Bolshevism with Christianity.

Of seventy recent strikes within the American Federation of Labor only 8 had been authorized.

British production is gradually reviving and American strikes are helping British trade in foreign markets.

Recruits for the police force at Kobe, Japan, are being offered $20, the highest salary ever granted new policemen.

A crippled boy of fifteen years in New York, because he could not help to support his mother, committed suicide.

In Japan's largest bath house, at Yokohama, one can get a bath for ½c, a hair cut for 1½c, and two shaves for 5c.

The rivalry of two trade unions at Maynard, Mass., resulted in a walkout of 20% of the operatives of a large woolen mill.

Railroad men and farmers in Linn County, Mo., have united to start co-operative stores to reduce the cost of living.

Representative Snell of New York says: "We will never have a prosperous country unless the railroads themselves are prosperous."

The Boston firemen have voted to give up their American Federation of Labor charter in the International Association of Fire-Fighters.

Dr. Henry Van Dyke says: "Labor unions are torn by disputes for control by men who never did an honest day's work in their lives."

The losses by the recent longshoremen's strike at New York were: wages and salaries $12,000,000, damage to steamship interests $35,000,000.

The New York State Federation of Farm Bureaus opposed affiliation with organized labor on the ground that the two have no aims in common.

The lock-out declared by the employers at Barcelona, Spain, threw 200,000 persons out of employment, causing a daily loss of wages of about $3,000,000.

The mayor, the prosecuting attorney, and five others at Muncie, Ind., were convicted of using the mails to defraud in twenty cases involving $150,000.

Gov. M'Kelvie of Nebraska says that "wastefulness and extravagance are twin evils of this hour and may be placed in the same category with idleness."

The War Department urges the public to decline to buy trinkets offered by peddlers wearing the uniform of the Army and Navy and to refuse them alms.

The French Minister of the Interior warns French girls who are marrying Chinese laborers in France that most of these coolies already have wives in China.

Secretary of Agriculture Houston says that to restore normal pre-war conditions in this country the pyramiding of wages and cost of necessaries must stop.

The War Department pays its civilian bricklayers $1.03 a day more than a first lieutenant in the Medical Corps, though the officer spent years in studying and must be on duty 24 hours a day.

A Boston grocer was fined $100 for "keeping and exposing intoxicating liquor for sale—to wit, Jamaica Ginger." He was also fined $25 because the Jamaica Ginger was not up to legal standard.

There are about 100,000,000 women voters in the world. In 29 States of this country 15,000,000 women have the right to vote for President. Full suffrage has been granted to women in 17 countries.

A mountaineer of Doddridge County, West Virginia, deeded a 58-acre farm to his daughter-in-law, with the proviso that it should be forfeited if she should become the mother of a red-headed baby.

About 6,500,000 British women can now vote for members of Parliament and their vote may unseat some of the 63 Labor members on account of popular disapproval of a succession of strikes.

APOLOGIES TO OUR READERS

Owing to certain conditions affecting the printing industry in the city of New York, and making it impossible to continue publishing in that city, *Leslie's* is now being printed in Chicago. We ask our readers to indulge us if the magazine is late or for any other irregularities attendant upon a change of such magnitude and moment.

The French Ministry of Finance is making 800 per cent. profit on tobacco bought from the American Army. For smoking mixture obtained from the Americans for five cents a tin it gets 40 cents.

American soldiers killed during 19 months of the World War numbered 50,150, but in the same period 126,664 civilians died in the United States through accidents in streets, homes and industrial plants.

A lady who knitted a blanket and wished to send it to a Red Cross hospital in England was told that because of the restriction on the exportation of woolen garments, permission to forward it must be refused.

Dean Moore of Howard University, Washington, a leading Negro educator, says that many Negroes in the South are suffering from over prosperity. He tells of laborers having two automobiles and two pianos.

An English publicist says that President Wilson in France was "attempting to master in a month what European diplomacy had studied through generations" and that he "had the same chance as a tallow rabbit in hell with an asbestos greyhound trailing his heels."

Let the people think!

Special Opportunities

An inquiry to the concerns listed below will bring complete details in every instance.

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A Virginia City That Is All American

Continued from page 837

prostitution of the trust to selfish ends. Public opinion in Winchester, however, proved itself worthy. The whole matter was placed in the hands of a group of public-spirited citizens organized as "The Handley Board of Trustees."

The president of this board is an eminent lawyer, Mr. R. Gray Williams. He and those associated with him saw an opportunity for valuable service to their city and country and they have handled the situation with remarkable tact and wisdom.

The General Education Board made a careful survey of the city and furnished expert grounds upon which to found an educational program for the whole community. The city government joined with the Handley Board in working out a plan whereby the resources of the Board could be applied in accordance with the laws of the State to public education. The plan in its main features is as follows:

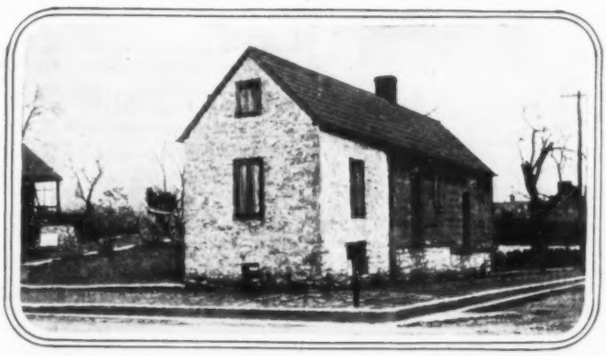
A fine property, beautifully located on the edge of the town and comprising seventy acres, has been purchased. Here will be built one of the most complete school buildings in the world. Playgrounds will be laid out and full provision made for training in agriculture, horticulture and mechanical industry.

The entire white population of school age in the town and environs will attend these schools, which will carry them from the kindergarten through the high school. Similar arrangements are planned to meet the needs of the small colored population within easy reach of their homes.

The new buildings will cost at least $500,000. For the support of the schools there will be provided by the Handley Foundation the income from $1,300,000. In addition the city will furnish a minimum of fifteen thousand dollars per year. The whole educational system is being planned and developed under the superintendence of an expert who comes to his task from a successful career in one of the great cities of the country.

When the whole plan is in operation, Winchester will furnish the country with an educational clinic of extraordinary value: the children of the community will be offered educational opportunities unsurpassed in the world; and a standard will be set which must react for the good of public education not only in Virginia but in every section of our country.

In these days of class strife, of social unrest and wide-spread questioning of the worth and permanence of American ideals, it is reassuring and refreshing to come in contact with such an illustration of all that is best in American life.



Office used by George Washington while he was surveying lands in the vicinity of Winchester for Lord Fairfax, proprietor of the Northern Neck of Virginia. Washington later represented the Winchester section in the Virginia House of Burgesses, which met in Williamsburg.

Shows in New York

ATTRACTIONS TO WHICH YOU MAY SAFELY TAKE YOUR DAUGHTER

Astor	East is West	Fay Bainter as Chinese fascinator
Belasco	The Son-Daughter	Leonore Ulric
Belmont	Théatre Parisien	Repertoire in French
Bijou	His Honor Abe Potash	Barney Barnard
Broadhurst	The Crimson Alibi	Murder mystery
Casino	The Little Whopper	Bright musical comedy
Century	Aphrodite	Sumptuous spectacle
Cohan, Geo.M.	Elsie Janis & "Her Gang"	Musical merriment
Cohan & Harris	The Royal Vagabond	Rollicking satire on comic opera
Comedy	My Lady Friends	Clifton Crawford in musical comedy
Criterion	On the Hiring Line	Light comedy
Empire	Déclassée	Ethel Barrymore at her best
48th Street	The Storm	Scenic melodrama
44th Street	Nothing but Love	Musical show
Fulton	Linger Longer Letty	Follow-up of "So Long Letty"
Gaiety	Lightnin'	Lovable character
Garrick	Rise of Silas Lapham	W. D. Lowell's dramatization
Globe	Apple Blossoms	Kreisler operetta
Greenwich Village	The Lost Leader	About Charles Stewart Parnell
Harris	Wedding Bells	Delightful Comedy
Henry Miller	Moonlight and Honeysuckle	Ruth Chatterton in bright comedy
Hippodrome	Happy Days	Mammoth spectacle
Hudson	Clarence	Unusually good comedy
Liberty	Caesar's Wife	Billie Burke
Longacre	Adam and Eva	Light comedy
Lyric	The Rose of China	Picturesque musical show
Maxine Elliott	The Unknown Woman	Marjorie Rambeau
Park Theatre	Opera Comique	American Singers in repertory
Playhouse	Palmy Days	Excellent comedy of Bret Harte types
Plymouth	The Jest	Magnificent drama
Princess	Nightie Night	Clever farce
Republic	A Voice in the Dark	Melodrama of the blind and deaf
Selwyn	Buddies	Delightful comedy with music
Shubert	The Magic Melody	New musical show
Vanderbilt	Irene	Tuneful liveliness

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Central	Little Blue Devil	Frisky musical farce
Century Roof	Midnight Whirl	After-theatre entertainment
Cort	Just a Minute	Busy musical show
Eltinge	Girl in the Limousine	Bedroom farce
Knickerbocker	Roly Boly Eyes	Eddie Leonard and girls
Lyceum	The Gold Diggers	Chorus girl comedy
Morosco	Civilian Clothes	After-the-war comedy
New Amsterdam	Follies of 1919	Lavish girl show
Nora Bayes	Greenwich Village Follies	Amusing revue
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NORMAN H. DAVIS
Of Tullahoma, Tenn., who was appointed Assistant Secretary of the Treasury to succeed L. S. Rowe, who resigned. He is interested in New York banks and was a financial adviser to the American Commission at Paris.

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Readers of this department should understand that the conclusions herein reached are based upon information received days before publication.

EVERYBODY seems to be speculating and few investing. For ten months the speculative fever had been developing. Everybody knew that the crisis would come some day. Pools in certain lines of stock persisted in carrying them beyond bounds. They did this because the money market was easy and the banks facilitated loans on the part of big operators, whose standing entitled them to recognition. But the time came when danger signals were necessary.

Six weeks ago I said that these signals were being raised, and I advised my readers to take their substantial profits and hold their funds for the break that was bound to come, and on which much better opportunities for investment would be offered. Many blame the bankers for the sharp increase in interest rates, which compelled heavy liquidation on Wall Street. This is hardly fair, because warning notices had been given, and operators in Wall Street themselves were conscious of the fact that things were overdone.

Those who followed a conservative course and took their profits in various lines of securities that had been overdone found it very convenient to invest the proceeds, on the decline, in securities of the highest character. And now we shall for a time have an investors' market. Men with the cash to buy and pay for what they buy will have their opportunities.

To those who find themselves facing losses, the best advice is not to sacrifice their securities, but to hold them with the expectation that, in the natural order of things, the market will in due time resume its upward tendency. The foundations of business are still strong. Wages are high. Money is circulating freely. Luxuries are in demand.

Some of the troublesome problems that have been perplexing the nation are approaching solution, and it will not be difficult for those who still have an interest in a higher range of prices to exercise a strong influence to bring such a rise about. The most troublesome factor is found in the financial situation abroad, which I fear is bound to be reflected on this side, unless timely action to avert it is taken.

Those who invested in marks and francs and lire, in the belief that the great nations of Europe would be bound to maintain their credit, as France did in 1871—after Germany crushed it, and took from it a billion dollars—are disappointed, because of the constant decline in foreign exchange.

It is altogether probable that Great Britain could reestablish the value of the pound sterling more nearly on a normal basis if it would do what France did when Germany demanded its indemnity of a billion, and that is issue a loan at a high rate of interest. Such a loan would be greedily absorbed by investors all over the world.

Naturally, the overburdened countries of Europe seek to avoid any increase of their public debts, but this step may have to be taken, and it is possible that the expectation of such loans at unusually attractive figures has something to do with the low prices at which our first-class securities, especially first mortgage bonds of railroads and industrials, are being offered.

While it is true that some industrials have been inflated unduly, it is also true that choice preferred stocks and gilt-edged bonds of both railways and industrials are selling at figures which make them more attractive than they have been during the past twenty years. The investor will keep an eye on these with

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By J. Frank Howell 52 Broadway, New York

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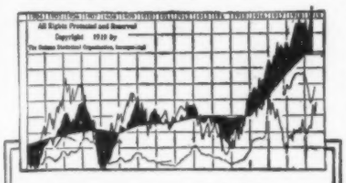

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every drop in the market. The speculator will find his opportunity in low-priced stocks, which have not participated in the extravagant advance during the current year, but which, on the face of their earnings and their prospects, seem to have merit.

H., CANTON, N. C.: I do not regard Consumers Stores as "safe and satisfactory."

G., NEW BETHLEHEM, PA.: Whenever the market has a severe smash it is usually safe to buy the best securities to hold for an ultimate rise.

P., ROCKFORD, ILL.: British 5's and French 5's are safe. Italian 5's are not so desirable because of the bad economic conditions in Italy.

K., KINGSTON, N. Y.: There is no prospect of an immediate marked rise in Willys Overland com. It would be prudent to take a moderate profit.

P., ELMWOOD PLACE, OHIO: The largest holders of Sinclair are holding for a long-pull and a good profit. Texas and Pacific has been over-bound.

F., LA SALLE, ILL.: If Northern Pacific were assured of its 7% dividend it would be in greater demand. The company has a fine property and is in good hands.

M., CORSICANA, TEXAS: Cadet Hosiery pfd. is a good business man's purchase. Cities Service Co. pfd. is well regarded. There is no provision for redeeming it.

S., SYRACUSE, N. Y.: The course of safety would be to take your profits on stocks and put the proceeds into the highest-class bonds, now selling at very attractive prices.

E., RAHWAY, N. J.: On its reported increased earnings, Hupp Motors had quite an advance. The pfd., a dividend payer, is a fair purchase; the common, non-dividend paying, is still a long pull.

W., NEW LONDON, OHIO: As General Motors at this time is quoted at about $317, the proposed new shares, which are a splitting up of the present ones each into 10 shares, would be dear at $38.

P., NEW YORK: The Bethlehem Motor Company is a merger of two successful concerns, has good men back of it and should have a future. It is not yet a dividend payer. It would be better to hold than to sacrifice.

K., MEDINA, OHIO: C. C. C. & St. L. on its earnings seems to be the most attractive of the cheaper railroad stocks. Rock Island 6% pfd. is preferable to com. as its dividend must be paid before anything is paid on common.

M., BALTIMORE, MD.: A decline of three or four points in Rock Island 6% pfd. or St. Paul stock would not be [illegible]ious for an outright purchaser if the railroad situation were in better shape. It seems better to hold the stocks than to sacrifice them.

J., MONSON, ME.: Allied Oil Corporation claims large holdings and is a dividend-payer. The stock would sell higher if the company were better seasoned. Wright-Martin has disposed of large plants to the International Motor Truck Co. and the present Wright-Martin stock is to be exchanged for International Motor stock. Okmulgee Oil Co. has only a small production and the stock is highly speculative.

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Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph. D.

Weekly Suggestion. The Cover might be taken as the key to this issue, noting just how large a part the things to be found in the bag are contributing to the life of our own country and the world, and how much hinges upon their proper development. The Pictorial Digest, pp. 839-841, lends itself to such a discussion, as it draws attention, as indicated below, to problems of an industrial and commercial character. One way of solving our problems in America is pictured and described on p. 837.

Pictorial Digest of the World's News, pp. 839-841. What are some of the big questions having to do with commerce and industry which are now before the world? State these in detail and associate a picture with each. (Explain just how the picture bears upon it.) Which do you regard as the most far-reaching in its probable effects? Explain. Can Mr. Lodge or Mr. Hitchcock be in any way connected with these through their leadership in the treaty fight? Would a League of Nations complicate or simplify any of the problems represented by these pictures? How? Take a map of the United States and indicate just how much of it would be behind Mr. Lodge and how much behind Mr. Hitchcock. Note the line-up of the senators by states in the vote. Does it indicate any division of opinion between the different sections on the question? What is the sentiment in your own state? How could it be best determined? Is a person's attitude likely to be determined by his business or occupation? Why? Which of these pictures, in your judgment, illustrates the most far-reaching development or change of the past few weeks? Why? How do the changes outside our own country compare in interest and importance with what is pictured as taking place here? Trace the course of one of these barges (p. 839) between the points named. Through what sort of a region do they pass? What are the transportation facilities of this part of the country? What arguments would you advance for an investment of this sort? Would you be inclined to put your savings in it if you had an opportunity? Why? What is the largest barge you have seen used successfully? To what extent are barges used? Is their use increasing or decreasing? How do you explain this? Under what conditions do you think the government should invest in an enterprise of this sort? Would this not have been better left to private enterprise? How do the number of men at the head of one of the Canadian provinces compare in number with those at the head of your state? What do you regard as the great points of difference between their state system and ours? Do you know of any of our states where this condition would be possible? Would it be desirable? How about your own state? How large a group do the men shown in the picture on p. 841 represent?

The New Nation of Czecho-Slovakia, p. 842. What is it makes a "great" nation? Are any of these elements to be found in these pictures? What *nation* do you regard today as the strongest and upon what does its strength depend? What are the main dangers confronted by a nation like Czecho-Slovakia? What makes a nation count among the nations of the earth? How far does this new nation meet the conditions? What other persons would you associate with this new nation besides John Huss? What does he mean to it? In laying down a program for these people what advice would you give them as they start out as a separate state? Could they derive any helpful suggestions from our own past? Explain.

America Takes the Prince to Its Heart, p. 845. What is the prince represented as doing as a part of his trip to the United States? What were some of the other ways in which he spent his time? What were some of the reasons for the reception which he received? How did it compare with that given the Belgian rulers? What parts of the United States did he visit? How do you explain the route mapped out for him? What is the advantage to us of such a visit? To the world at large? Is it particularly advantageous coming at this time?

The Seven Sphinxes of the Patent Office, p. 844. How important in the war were the devices pictured here? What were some of the other inventions which were needed by the allies? Along what particular lines were inventions being carried on when the war closed? How large a part did new inventions play in the war? What other wars in history were largely dependent upon the inventive genius of those who participated? To what extent have the great wars of the past been won by the superior organizing or inventive genius of the victors? For a most interesting summary of the remarkable inventions of the recent war read Bond, *Inventions of the Great War* (Century). The author is the editor of the *Scientific American*.

Shall the Reds Loot Our Christmas Pack? Cover. Who is carrying the pack? How is she dressed? What does the pack contain? Could these be compared fairly to "Christmas presents"? Who are the "Reds"? By what means could the contents of this bag be secured? How serious is the danger? Do you think the artist has exaggerated the situation? Has he represented it faithfully? Why? Why should the "Reds" desire the things to be found in this bag? At what are they aiming as you understand them?

Lightning Starts Disastrous Fire, p. 843. How does this compare with the most disastrous fire known to your neighborhood? Represent in a graphic way just what it meant in comparison. How large an oil-producing state is Texas? How large a part of the state's income is derived from oil? What proportion would this loss be to its income from this source? How serious is the loss incurred every year by fire in the United States? How does it compare with similar losses in other countries? How do you account for the differences? Is it being lessened? By what means? What could be done in a case such as is pictured here? How widespread is a loss of this sort? How near home does it come to you or to me?

A Virginia City That Is All American, p. 837. What do the illustrations indicate as contributing to make this city "all American"? Point out the part played by each and its relative importance. What are some of the un-American forces at work in your town? Are Americans responsible for them? Explain. What has been done to develop this town? How far are such methods and such a scheme possible of being carried out in your own town or city? Is it a matter for one or two individuals, or for the community or for the government (state or national), as the case may be?

Hang On To Your HEALTH

STRONGFORT
The Perfect Man

No matter what your occupation, your position in life, your means, your age or sex, the one thing you cannot afford to lose is your HEALTH. Everything worth while depends on that. Advancement in your work or business, your success in life, your comfort and happiness—the happiness of your wife and children. Don't think little ailments and disorders are unimportant. They are signs that the wonderful machine God has given you is OUT OF ORDER and will burn itself out or wreck itself to pieces, like any man-made mechanism, unless you clean it up and make the needed repairs.

BUILD UP YOUR BODY

Build yourself up into vigorous health and strength and **keep yourself so;** it's the only way to win success and enjoy life while you live it. Don't let constipation any longer poison your body and your brain; don't let indigestion and dyspepsia keep your nerves in a frazzle, or any other chronic ailment undermine you for useful work or enjoyable recreation, don't be content to **remain** a sickly weakling, if early indiscretions have sapped your vitality and left you good for nothing in the busy world of today. **You can get back your lost health, strength, vigor and vitality,** if you will only Face the Facts, take stock of yourself and **Act at Once.**

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